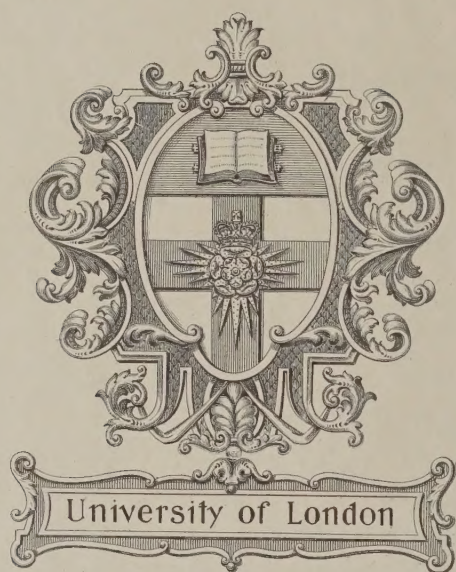






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ACCOUNTS AND PAPERS:

FORTY-EIGHT VOLUMES.

— (43.) —

SLAVE TRADE.

Session

5 February — 28 July 1863.

VOL. LXXI.

1863.

ACCOUNTS AND PAPERS:

FORTY-EIGHT VOLUMES

—(4)—

SLAVE TRADE

Session

5 February—28 July 1863.

VOL. LXVI.

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1863.

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ADDITIONAL ARTICLE
TO THE
TREATY
BETWEEN
HER BRITANNIC MAJESTY
AND THE
UNITED STATES OF AMERICA,
FOR THE
SUPPRESSION OF THE AFRICAN
SLAVE TRADE.

Signed at Washington, February 17, 1863.

Presented to both Houses of Parliament by Command of Her Majesty.
1863.

Additional Article to the Treaty signed at Washington, April 7,
1862, between Her Britannic Majesty and the United States
of America for the Suppression of the African Slave Trade.

Signed at Washington, February 17, 1863.

[*Ratifications exchanged at London, April 1, 1863.*]

WHEREAS by the First Article of the Treaty between Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and the United States of America, for the suppression of the African Slave Trade, signed at Washington on the 7th of April, 1862, it was stipulated and agreed that those ships of the respective navies of the two High Contracting Parties which shall be provided with special instructions for that purpose, as hereinafter mentioned, may visit such merchant-vessels of the two nations as may, upon reasonable grounds, be suspected of being engaged in the African Slave Trade, or of having been fitted out for that purpose, or of having, during the voyage on which they are met by the said cruisers, been engaged in the African Slave Trade contrary to the provisions of the said Treaty; and that such cruisers may detain and send or carry away such vessels in order that they may be brought to trial in the manner therein-after agreed upon: And whereas it was by the said Article further stipulated and agreed, that the reciprocal right of search and detention should be exercised only within the distance of two hundred miles from the Coast of Africa, and to the southward of the thirty-second parallel of north latitude, and within thirty leagues from the coast of the Island of Cuba: And whereas the two High Contracting Parties are desirous of rendering the said Treaty still more efficacious for its purpose;—the Plenipotentiaries who signed the said Treaty have, in virtue of their full powers, agreed that the reciprocal right of visit and detention, as defined in the Article aforesaid, may be exercised also within thirty leagues of the Island of Madagascar, within thirty leagues of the Island of Puerto Rico, and within thirty leagues of the Island of San Domingo.

The present Additional Article shall have the same force and validity as if it had been inserted word for word in the Treaty concluded between the two High Contracting Parties on the 7th of April, 1862, and shall have the same duration as that Treaty. It shall be ratified, and the ratifications shall be exchanged at London in six months from this date, or sooner if possible:

In witness whereof the respective Plenipotentiaries have signed the same, and have thereunto affixed the seal of their arms.

Done at Washington, the 17th day of February, in the year of our Lord one thousand eight hundred and sixty-three.

(L.S.)

LYONS.

(L.S.)

WILLIAM H. SEWARD.

ADDITIONAL ARTICLE to the Treaty signed at Washington, April 7, 1862, between Her Britannic Majesty and the United States of America for the Suppression of the African Slave Trade.

Signed at Washington, February, 17, 1863.

Presented to both Houses of Parliament by Command of Her Majesty. 1863.

LONDON:

PRINTED BY HARRISON AND SONS.

ADDITIONAL ARTICLE

TO THE

TREATY

BETWEEN

HER BRITANNIC MAJESTY

AND THE

UNITED STATES OF AMERICA,

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Signed at Washington, February, 17, 1863.

Presented to both Houses of Parliament by Command of Her Majesty. 1863.

LONDON:

PRINTED BY HARRISON AND SONS.

Class A.

CORRESPONDENCE

WITH THE

BRITISH COMMISSIONERS

AT

SIERRA LEONE, HAVANA, THE CAPE OF GOOD
HOPE, NEW YORK, AND LOANDA,

AND

REPORTS FROM

BRITISH VICE-ADMIRALTY COURTS,

AND FROM

BRITISH NAVAL OFFICERS,

RELATING TO

THE SLAVE TRADE

From January 1 to December 31, 1862.

Presented to both Houses of Parliament by Command of Her Majesty.
1863.

LONDON:

PRINTED BY HARRISON AND SONS.

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Class A.

CORRESPONDENCE

WITH

BRITISH COMMISSIONERS.

SIERRA LEONE.

No. 1.

Her Majesty's Acting Judge to Earl Russell.—(Received February 10, 1862.)

My Lord,

Sierra Leone, December 31, 1861.

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and consequently none have been registered by the Courts of Mixed Commission at this station, during the half-year ending this day.

I have, &c.

(Signed) STEPHEN J. HILL.

No. 2.

Her Majesty's Acting Judge to Earl Russell.—(Received February 10.)

My Lord,

Sierra Leone, January 2, 1862.

I HAVE the honour to transmit, herewith, to your Lordship a Return of vessels captured on suspicion of being engaged in the Slave Trade, which have been adjudicated by the Vice-Admiralty Court in this Colony, during the half-year ending December 31, 1861, under the Act 2 and 3 Vict., cap. 73.

I have, &c.

(Signed) STEPHEN J. HILL.

Inclosure in No. 2.

RETURN of Vessels captured on suspicion of being engaged in Slave Trade, and adjudicated by the Vice-Admiralty Court at Sierra Leone, from July 1 to December 31, 1861.

Name of Vessel.	Flag.	Name of Master.	Date of seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number died before adjudication.	Total Number emancipated.	Tonnage, English.	Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, Prosecution or instituted.	Whether the property condemned has been sold or converted, and whether any part remains unsold, and in what hands the proceeds remain.	Remarks.
Buenaventura Cubano	None	Unknown	June 13 1861	Lat. Long. Inside the bar of the Gallinas river	Top-sail-schooner and stores	F. H. Smith, Esq., Commander of Her Majesty's ship "Torch"	July 1 1861	...	...	...	Under s. 19, 8 & 9 Vict., c. 89, 1845 ¹¹⁰ tons	Forfeiture	2 & 3 Vict., c. 73	1 chronometer, 1 figure-head, 1 tin cup, 1 mess tin, and 3 wooden spoons, taken out of the prize, were sold by auction.	Vessel equipped for Slave Trade; had no papers or colours, and it being dangerous to attempt to remove her from the river, she was destroyed by fire.
Diana	None	J. Ros	July 3	N. W. 10° 29' 40" 14° 54' 30"	Schooner and stores	Ditto	July 19	...	...	...	Under rule 2 of 17 & 18 Vict., c. 104, s. 22, 26 ¹¹⁰ tons	Ditto	Ditto	Vessel broken up; materials and effects sold at public auction; net proceeds paid into the military chest.	Vessel equipped for Slave Trade; had no papers or colours.
Jacinta	None	Unknown	May 7	Off Londano	Schooner, yards, and spars	N. B. Bedingfield, Esq., Commander of Her Majesty's ship "Prometheus"	Aug. 29	...	...	...	Under s. 19, 8 & 9 Vict., c. 89, 187 ¹¹⁰ tons	Ditto	Ditto	Fiddle-head of vessel all that was brought into Court; not sold, being of no value at all.	This vessel was equipped for Slave Trade; had no papers or colours; the sails and provisions were on shore, and being in a very unseaworthy and leaky condition she was destroyed by fire.

Sierra Leone, January 1, 1862.

(Signed

THOMAS MARSTON, Registrar.

No. 3.

Her Majesty's Judge to Earl Russell.—(Received May 12.)

My Lord,

Sierra Leone, April 1, 1862.

I HAVE the honour to report to your Lordship that M. Pio de Emperanza and M. Narciso Perez Petinto, the newly-appointed Judge and Arbitrator on the part of Her Catholic Majesty in the British and Spanish Mixed Court of Justice in this Colony, took the usual oath of office on the 31st ultimo.

I have, &c.

(Signed) G. SKELTON.

No. 4.

Her Majesty's Judge to Earl Russell.—(Received August 11.)

My Lord,

Sierra Leone, July 1, 1862.

I HAVE the honour to transmit herewith to your Lordship a Return of the only vessel captured on suspicion of being engaged in the Slave Trade, which has been adjudicated by the Vice-Admiralty Court in this Colony, during the half-year ending June 30, 1862, under the Act 2 and 3 Vict., cap. 73.

I have, &c.

(Signed) G. SKELTON.

SIERRA LEONE.

Inclosure in No. 4.

RETURN of Vessels Captured on suspicion of being engaged in the Slave Trade, and Adjudicated by the Vice-Admiralty Court at Sierra Leone, from January 1 to June 30, 1862.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number died before adjudication.	Total Number emancipated.	Tonnage, English.	Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or prosecution instituted.	Whether property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
Unknown ..	None	Unknown	1862 Apr. 18	Lat. Long. Rio Nunez ..	Barque, yards and spars	W. H. Anderson, Esq., Commander of H.M.S. "Flying Fish."	1862 June 5	..	..	..	Under 19th section of 8 & 9 Vict., c. 89, 610 $\frac{1}{16}$ tons	Forfeiture	2 & 3 Vict., cap. 73	Two anchors, 18 fathom chain cable, 1 fore-yard, 1 jib-boom, and 1 figure head taken out of the prize, were sold by auction	Vessel equipped for Slave Trade; had no papers or colours, and, it being very difficult to move her, she being stuck fast in a mud-bank, she was destroyed by fire.

Sierra Leone, July 1, 1862.

(Signed)

THOMAS MARSTON, Registrar.

No. 5.

Her Majesty's Judge to Earl Russell.—(Received November 11.)

My Lord,

Sierra Leone, September 30, 1862.

I HAVE the honour to lay before your Lordship my Report for the year ending on this day, together with such information respecting the Slave Trade on the West Coast of Africa as I have been able to procure.

During the above period no case has been brought for adjudication before any of the British and Foreign Mixed Courts of Justice established in this Colony.

During the year three vessels have been condemned in the Vice-Admiralty Court of this Colony under the Act of 2 and 3 Vict., cap. 73, all of them on the ground of equipment. Of these vessels one was captured in the River Nunez, and the other two in the neighbourhood of the Congo on the South Coast.

One native canoe, with 12 slaves on board, has also been condemned in the Vice-Admiralty Court. This, however, was not a case of slave-trading. The canoe in question, belonging to Mahometans of one of the neighbouring tribes, came to Freetown in order to trade, having on board 1 man, 1 woman, and 10 boys, domestic slaves, the property of the owners: the Harbour Master being made acquainted with the fact that there were slaves in the canoe, seized her, and she was subsequently condemned, and the slaves emancipated and registered.

There have been no cases during the past year of native canoes captured whilst engaged in the transport of slaves through British waters within the jurisdiction of this Colony.

The Slave Trade during the past year has been almost entirely confined to the Congo and its neighbourhood. No captures have been made by Her Majesty's cruisers in the Bights of Benin or Biafra, and so far as Her Majesty's naval officers are aware no slaves have been exported from any place within those Bights.

With respect to the Slave Trade on the South Coast, I have authority for stating that during the past year there has been a decrease, as compared with the previous year, but I do not possess any accurate information as to the number of captures which have been made by the squadron; all the prizes taken on that part of the coast, with the exception of the two to which I have already referred, having been sent to St. Helena for adjudication.

I have, &c.

(Signed) G. SKELTON.

No. 6.

Her Majesty's Judge to Earl Russell.—(Received December 13.)

My Lord,

Sierra Leone, November 3, 1862.

I HAVE the honour to report to your Lordship that the Netherlands barque "*Jane*," detained by Her Majesty's steamer "*Espoir*," Commander Douglas, on a charge of being equipped for the Slave Trade, was brought before the British and Netherlands Mixed Court of Justice in this Colony on the 1st instant.

There being no Judge or Arbitrator on the part of the Netherlands, the Lieutenant-Governor of this Colony, Colonel William Hill, was sworn in on the above date as Acting British Arbitrator, in order that the Court might be legally constituted for the adjudication of the case.

I have, &c.

(Signed) G. SKELTON.

No. 7.

Her Majesty's Judge to Earl Russell.—(Received December 13.)

My Lord,

Sierra Leone, November 12, 1862.

WITH reference to my despatch of the 3rd instant, reporting that Colonel William Hill had been sworn in as Acting British Arbitrator in the British and Netherlands Mixed Court of Justice, I have now the honour to inform your Lordship that the functions of that office have devolved upon Major Blackall, the newly

appointed Governor of this Colony, who arrived here on the evening of yesterday, the 11th instant. His Excellency was accordingly sworn in as British Arbitrator this morning, immediately after having taken the oath of office as Governor.

I have, &c.
(Signed) G. SKELTON.

No. 8.

Mr. Layard to Her Majesty's Judge.

Sir,

Foreign Office, December 23, 1862.

WITH reference to your despatch dated the 3rd ultimo, reporting the arrival at Sierra Leone of the Netherlands barque "*Jane*" in charge of a prize-crew of Her Majesty's ship "*Espoir*," having been detained by the Commander of the "*Espoir*" on suspicion of being equipped for the Slave Trade, I am directed by Earl Russell to transmit to you, for your information, the accompanying copy of a letter from Mr. Beattie, the Acting British Consul at St. Jago de Cuba,* containing information respecting this vessel.

I am also to transmit to you copies of two despatches,† with inclosures, from Her Majesty's Consul at Rotterdam, reporting the result of inquiries which he was directed to make respecting the "*Jane*," and the parties interested in her.

I am, &c.
(Signed) A. H. LAYARD.

* Class B, No. 304.

† Ibid., Nos. 163 and 164.

HAVANA.

No. 9.

Her Majesty's Commissary Judge to Earl Russell.—(Received January 29, 1862.)

My Lord,

Havana, December 31, 1861.

I HAVE the honour of reporting to your Lordship that no emancipated negroes have been sent from this to Jamaica during the present year:

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 10.

Her Majesty's Commissary Judge to Earl Russell.—(Received March 3.)

My Lord,

Havana, February 4, 1862.

I BEG leave to lay before your Lordship a copy of a letter which I have received from Messrs. Ferrer y Feliu and Co., owners of the brig "Castilla," and my answer thereto, relative to the payment of the amount awarded to them as compensation for the capture and detention of that vessel by Her Majesty's ship "Barracouta," in October 1860.

And I have the honour of reporting to your Lordship that no claim has yet been presented to the Court for compensation on behalf of the owner of the "Lola," who died here, some time since, insolvent.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 10.

Messrs. Ferrer y Feliu & Co. to Her Majesty's Commissary Judge.

(Translation.)

Sir,

Havana, January 30, 1862.

BE pleased to tell us if you have received instructions from your Government to pay us the 14,613 dollars awarded to us by the Mixed Court of Justice at this place, by sentence dated the 17th of September, 1861, as indemnity for damages, &c., in the cause followed out against our brig "Castilla" for her unjustifiable capture and detention.

We remain, &c.

(Signed) FERRER Y FELIU & Co.

Inclosure 2 in No. 10.

Her Majesty's Commissary Judge to Messrs. Ferrer y Feliu & Co.

Sirs,

Havana, February 1, 1862.

IN answer to your letter of the 30th ultimo (which ought to have been addressed to Her Majesty's Commissary Judge), I have to inform you that I have not yet received instructions from Her Majesty's Government authorizing the payment of the 14,613 dollars awarded to the owners of the brig "Castilla," in compensation for her capture and detention by Her Majesty's ship "Barracouta."

I am, &c.

(Signed) JOS. T. CRAWFORD.

Her Majesty's Commissary Judge to Earl Russell.—(Received June 28.)

My Lord,

Havana, May 20, 1862.

THE official assignee on the bankrupt estate of the owner of the brigantine "*Lola*," detained in October 1860 by Commander Wood, of Her Majesty's steam-sloop "*Barracouta*," and sent to Jamaica in the first instance, presented his claim on the 26th March, a copy of which I have the honour of inclosing herewith to your Lordship, amounting to 16,430 dollars 22 cents. The Mixed Court having been thereupon convened on the 23rd ultimo, awarded the sum of 14,899 dollars to the claimant, and I have now the honour of laying before your Lordship a copy of the sentence of that date. As I have generally found to be the case with the present Spanish Judge, who has the advantage of understanding maritime affairs, having been an officer in Her Catholic Majesty's navy, I found Don José Manuel Espelius perfectly just and reasonable in his deliberations and conclusions, so that I found little or no difficulty in striking off the objectionable items of the claim, and the demurrage had to be increased, only 10*l.* per day having been claimed; whereas by the Schedule in the second paragraph of Article VII, Annex B, of the Treaty, the allowance for the tonnage of the "*Lola*" (213 tons) is fixed at 11*l.* sterling.

In expressing my regret at the magnitude of these damages, I can only repeat the observation which I did myself the honour of making to your Lordship on the occasion of reporting the award in the case of the brig "*Castilla*," that they would have been much less had these vessels not have been sent to Jamaica, and having, unfortunately, been sent there, had there not been such unaccountable delay in the Court at that place.

The claimants in the case of the "*Castilla*" have again applied to know whether I have received your Lordship's authority to settle with them, having brought that matter to your Lordship's notice in my despatch of the 4th February last; and I await the instructions your Lordship may be pleased to give me for payment of the awards in both cases, respecting which the parties are rather urgent.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 11.

CLAIM presented by Don Antonio de la Cruz Muñoz, as legal representative of the late Don José Ramon Salazar, owner of the Spanish merchant-brig "*Lola*," for damages, &c., on account of the seizure and detention of the said vessel by Her Britannic Majesty's steam-sloop "*Barracouta*," Commander Wood, R.N.
viz :—

	£	s.	£	s.
1. For disbursements paid by Mr. John Hart at Jamaica, as per letter of 7th June, 1861	566	75		
For commission paid Mr. John Hart	200	0		
For petties advanced for ship's account by Mr. Joseph White, as per account, 10th May, 1861	85	0		
For amount paid by the Spanish Consul	20	0		
For bottomry bond granted at Jamaica in favour of Don Juan Hidalgo, for the sum of 1,573 dollars 47 cents and 15 per cent. interest	1,809	47		
			2,681	22
For translation of sundry documents	30	0		
For stamped paper and notarial expenses, &c.	310	0		
			340	0
2. For freight and passage money which the vessel would have earned on the voyage from Matanzas to Gibara and back as per charter-party, and as is justified by the previous voyage, viz., 310 hogsheads sugar at 5½ dollars, and 204 dollars more for freight of sundries and passage money	..	..	1,909	0
3. For demurrage, the " <i>Lola</i> " being 213 tons; 230 days at 10 <i>l.</i> equal to 2,300 <i>l.</i> : at 5 dollars	..	..	11,500	0
Total amount of claim	..	..	16,430	22

Havana, March 26, 1862.

(Signed)

ANTONIO DE LA CRUZ MUNOZ.

Inclosure 2 in No. 11.

Award of the Mixed Court of Justice at Havana in the case of the Spanish brig "Lola."

(Translation.)

Havana, April 23, 1862.

IN view of the representation, account, and certificates presented by Don Antonio de la Cruz Munoz, official assignee of the estate of the late Don José Ramon Salazar, owner of the Spanish brig "*Lola*," claiming the indemnity which is due to him by virtue of the sentence pronounced on the 1st of June last, in the case of the seizure of said vessel by Her Britannic Majesty's steam-sloop "*Barracouta*;"

Considering that the indemnity claimed in the first five items of the account presented, amounting to the sum of 2,681 dollars 22 cents, is not admissible, because as shown by the vouchers exhibited, and which shall be returned to their owner, it is made up of the expense of maintaining the crew, and of other charges not specified in the VIIth Article of Section II, Letter A, of Annex B, and which are, moreover, included and indemnified by the payment of demurrage, the said claim is declared to be null;

Considering legal the claim which is made in accordance with the same Article, for the sum of 340 dollars for expenses incurred in defending the brig "*Lola*" at Jamaica, the Commander of Her Britannic Majesty's steamer "*Barracouta*," Mr. William Wood, or failing him, his Government, is declared responsible for the payment thereof;

Considering also, in accordance with the dispositions of the afore-mentioned Article, Letter B, the payment of 1,909 dollars, claimed for the freight which the brig "*Lola*" would have earned on the voyage upon which she was seized, it is declared that said sum ought to be paid by Commander Wood or by his Government;

Considering, finally, that demurrage is due to the brig "*Lola*" according to the stipulations of the Article and paragraph before-mentioned, it is hereby allowed at the rate of 11*l.* sterling per diem, which corresponds to the vessel, her measurement being 213 tons, as has been certified, making at 5 dollars to the 1*l.* for the 230 days of her detention, the sum of 12,650 dollars, for the payment of which the said Commander Wood is responsible, and which added to the other lawfully admitted claims, forms a total of 14,899 dollars to be paid to Don Antonio de la Cruz Muñoz, as legal representative of the heirs of the estate of the late Don José Ramon Salazar, by Her Britannic Majesty's Government, in terms of the latter part of Articles V and VII of Annex B to the existing Treaty.

(Signed)

JOSE MANL. ESPELIUS.

JOS. T. CRAWFORD.

L. CRISTOBAL VALDEZ Y BAVENT, *Secretary*.

No. 12.

Earl Russell to Her Majesty's Acting Commissary Judge.

Sir,

Foreign Office, August 13, 1862.

WITH reference to Mr. Crawford's despatch dated the 20th of May last, I have to acquaint you that the Lords Commissioners of Her Majesty's Treasury are prepared to pay to Don Antonio de la Cruz Muñoz, as legal representative of the heirs of the owners of the Spanish brig "*Lola*," the amount awarded to them by decision of the Mixed Commission Court at the Havana, as compensation for the seizure and detention of the "*Lola*," by the Commander of Her Majesty's ship "*Barracouta*," on suspicion of being engaged in the Slave Trade.

I have accordingly to authorize you to draw a bill at thirty days' sight on the Lords Commissioners of Her Majesty's Treasury, payable to the order of Don Antonio de la Cruz Muñoz, for the equivalent in sterling at the exchange of the day of the sum of 14,899 dollars, together with interest at the rate of 5 per cent. on that sum from the date of the award of the Mixed Commission Court to the day on which you hand him the bill.

You will take a receipt in duplicate from Señor Muñoz, one of which you will retain in the archives of the Commission, and the other you will forward to this Department.

I am, &c.

(Signed) RUSSELL.

No. 13.

Her Majesty's Acting Commissary Judge to Earl Russell.—(Received August 29.)

My Lord,

Havana, July 21, 1862.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch of the 18th ultimo, acquainting me, with reference to Mr. Commissary Judge Crawford's despatch of the 4th of February last, that the Lords Commissioners of Her Majesty's Treasury are prepared to pay to Messrs. Ferrer y Feliu and Co., the owners of the Spanish brig "*Castilla*," the amount awarded to them by decision of the Mixed Commission Court here, as compensation for the seizure and detention

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of their vessel by the Commander of Her Majesty's ship "Barracouta," on suspicion of being engaged in the Slave Trade, and instructing me how to provide for the said payment.

In obedience to your Lordship's directions, I have this day drawn a bill at thirty days' sight on the Lords Commissioners of Her Majesty's Treasury, payable to the order of Messrs. Ferrer y Feliu and Co., for the sum of 3,172*l.* 8*s.*, being the amount of the award (3,044*l.* 7*s.* 6*d.*), together with interest thereon, at the rate of 5 per cent. from the 17th of September last to this date (128*l.* 0*s.* 6*d.*); and I have taken a receipt in duplicate from Messrs. Ferrer y Feliu and Co., one of which I have placed in the archives of the Commission, and the other I have the honour of transmitting herewith.

I have, &c.

(Signed) JOHN V. CRAWFORD.

Inclosure in No. 13.

Receipt.

I, THE Undersigned, Don Antonio Ferrer y Feliu, head partner of the firm of Ferrer y Feliu and Co., of this city, merchants, owners of the Spanish brig "Castilla," do hereby acknowledge to have received from Her Britannic Majesty's Government, by the hands of John Vincent Crawford, Esq., Her Majesty's Acting Commissary Judge in the Mixed Court of Justice established at this place under the Treaty of June 28, 1835, between Great Britain and Spain, for the abolition of the Slave Trade, the sum of 3,172*l.* 8*s.* sterling, being in full of the amount awarded to my said firm by decision of the said Court, dated September 17th last, as compensation for the seizure and detention of the "Castilla," by the Commander of Her Britannic Majesty's ship "Barracouta," on suspicion of being engaged in the Slave Trade, together with interest thereon up to this date.

Havana, July 21, 1862.

Por Ferrer y Feliu & Ca.,
(Signed) ANTONIO FERRER Y FELIU.

No. 14.

Her Majesty's Acting Commissary Judge to Earl Russell.—(Received October 30.)

(Extract.)

Havana, September 30, 1862.

IT would be very gratifying if I could relieve the monotony of the Annual Report upon the Cuban Slave Trade, by having it in my power to notice any improvement in the conduct of Spain with regard to the abolition of that infamous Traffic.

I regret, however, to be obliged to report to your Lordship that there appears to be as little disposition now on the part of that Government to fulfil its obligations under the Treaty of 1835, as there has been up to the present period.

By the inclosed statement, your Lordship will notice that the number of slaves landed in Cuba during the last twelve months was 11,254, which compares favourably with previous years, the importations in 1858 being 16,992; in 1859, 30,473; in 1860, 17,877; and in 1861, 23,964.

This decrease is not to be attributed, however, to the vigilance of the Government, but to the increased difficulty of obtaining any reliable information relative to the Slave Trade, as large cargoes are brought to the uninhabited cays both north and south of the island, and are there transferred to small coasting craft, which convey the negroes in small lots to different places on the coast, and land them without attracting attention, every impediment which might be in the way having been removed by collusion with the local authorities.

A few captures have been occasionally made by the Spanish cruizers, and although positive orders have been issued at Madrid to pay the bounty or prize money to the capturers, I understand that either from the exhausted state of the Treasury here, or from some other reason, the money has not been paid (at least it was not so a short time ago), and the consequence is that the Spanish naval officers are disheartened, and more than one has been heard to say that from henceforward slave-vessels may pass them without molestation.

The events which are now taking place on the neighbouring Continent, and the Proclamation of President Lincoln declaring the freedom of all the slaves in the "Confederate" States, are creating the greatest alarm here, although the Proclamation is considered a dead letter as regards its application in a territory

over which Mr. Lincoln has no control; and I have no doubt that they will have the effect of hastening the determination of the Spanish Government respecting the gradual emancipation of the slaves in this island—a subject which, I am credibly informed, now occupies their serious attention.

The mortality in the Island of Cuba is so great, averaging 11 per cent. per annum for the whites and 6 per cent. for the coloured races, that immigration must be resorted to in order to keep up the population, and the Government is perplexed how to act. The tenacity with which Spain adheres to her antiquated laws and restrictions, and her refusal to consider her Treaties with other countries as extending to Cuba, or to her other possessions beyond sea (“ultramar”), preclude the chance of any voluntary emigration of Europeans or the whites of other countries to this island, and it is extremely difficult to see by what means labour is to be supplied for the agricultural necessities of Cuba.

The Government does not appear to favour any further importations of Chinese, and unless such importations were carried on with the same restrictions, and in the same manner as the emigration to Demerara, and with a proper regard to a fair proportion of females being sent, I do not think that Cuba would gain by such a colonization.

A project has been on foot for some time past to attempt the introduction of free negroes from Africa, and the Government has taken the opinion of some of the most intelligent planters on the subject. I understand that they have been almost unanimous in deprecating the idea, and in declaring the infeasibility of such a plan.

Independent of the deceit and roguery which would take place (similar to that which is now practised with the poor emancipados, who are put in the room of deceased slaves), it would be impossible to carry on free labour and slave labour on the same estate, with people who have as much right to their liberty the one as the other, belonging to the same race, and perhaps to the same tribe.

Inclosure in No. 14.

STATEMENT of the Number of Slaves Landed, and proportion Captured in the Island of Cuba, from October 1, 1861, to September 30, 1862.

Date.	Where Landed.	Slaves.		Vessel.	Remarks.
		Landed.	Captured.		
1861 October	Isla of Pines	300	...	Unknown...	Some of these negroes were taken to Calabazal, where they were sold.
"	Yaguabo (Puerto Principe) ...	400	...	Ditto	Taken to the estate Guaicanimar.
Nov. 19	Near Manzanillo	750	...	Screw steamer.	
Dec. 3	Camarioca	200	173	Brigantine	Taken to the estate Rosario and detained there, but afterwards released.
1862 January	Trinidad	380	...	Brigantine, name unknown.	
" 15	Near Jardinillos	281	281	American brigantine	Captured by Spanish gun-boat “Venadito.”
March	Jardinillos	450	...	Unknown... ..	Landed at various places in schooners.
April	Ensenada de Cochinos	650	...	Ditto	This cargo consisted of Congo negroes. A large portion were taken to Navajas and sold there at 561 dollars each.
June	Jardinillos	1,200	...	Screw-steamer “Noc Dagui”	Landed in coasters at various places. The vessel went to the coast of Honduras to refit for another voyage.
" 12	La Mulata (Bahia Honda) ...	750	...	American barque “Virginia Ann” ...	Taken to estate Buena Vista.
June	Sierra Morena	520	...	Spanish brig.	
July	Cayo Coco (Puerto Principe) ..	700	...	American barque “Oregon” (?) ...	Taken to Yayabacoa.
" 15	Jaimanito (Marianao)	460	...	Unknown	This cargo was seized by the Chief of Police at the estate Toledo, about ten miles from Havana, but was released, and it is reported that an immense deal of bribery was done on the occasion.
Aug. 13	Jardinillos	1,400	...	Screw steamer	This vessel passed St. Jago de Cuba on the 11th August, without showing her colours, and is reported to have received her orders at Point Serracos.
	Add one-third	8,441	454		
		2,813	161		
	Total	11,254	605		

Havana, September 30, 1862.

(Signed)

JOHN V. CRAWFORD, *Acting Commissary Judge.*

CAPE OF GOOD HOPE.

No. 15.

Her Majesty's Commissioners to Earl Russell.—(Received January 2, 1862.)

(Extract.)

Cape Town, November 8, 1861.

WE have the honour to inclose to your Lordship Reports of the cases of twenty-two dhows adjudicated in the Vice-Admiralty Court of this Colony on the 5th instant. Of these vessels, eighteen were taken by Her Majesty's ship "Lyra," and four by Her Majesty's ship "Sidon." On these captures condemnation was decreed.

Inclosure in No. 15.

Report of Cases in the Vice-Admiralty Court, November 5, 1861.

1. A dhow, 89 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 20th March; off Kokolony. Upon examination she was found to be completely fitted for the Slave Trade, without any papers or colours, with a crew of fifteen men apparently Joasmee Arabs.

2. A dhow, 88 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 22nd March last off Wasseen, with 99 slaves on board, without any papers or colours, and only 2 of the crew on board, the remainder having escaped to the shore when boarded.

Three of these slaves, two boys and one woman, were handed over to Her Majesty's Consul at Zanzibar, two deserted on the night of capture, and four died on board; the remaining ninety were conveyed to Seychelles in the "Lyra," and on the 15th of May were delivered over to the Civil Commissioner at that Settlement.

3. A dhow, 22 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 25th March, off the north-west of Zanzibar. When boarded four negroes, three males, and one woman were discovered below, who stated that they had been kidnapped by the crew of the dhow, and were being taken to be sold as slaves at Wasseen.

She had neither colours nor papers, and a crew of fifteen men.

One of the slaves deserted at Zanzibar, the remainder were conveyed in the "Lyra" to Seychelles and handed over to the Civil Commissioner.

4. A dhow, 64 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 27th March, between Wasseen and Tongo; she was found to be fully equipped for the Slave Trade, with a crew of 12 men, Joasmee Arabs, with no colours or papers.

5. A dhow, 116 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 1st April in Zanzibar harbour. This vessel was equipped for the Slave Trade with a crew of 14 men, who stated that they were Beloochees and bound to the Persian Gulf, although no colours or papers were produced.

6. A dhow, 68 tons, name and master unknown, taken by Her Majesty's ship "Lyra" in Zanzibar harbour on 3rd April, with 103 slaves on board, without any papers or colours, and only one of her crew remaining on board the rest having escaped to the shore when boarded.

One hundred of the slaves were delivered over to the Civil Commissioner at Seychelles, and of the remaining three, one escaped on the night of his capture and two died on board the "Lyra."

7. A dhow, 70 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 6th April in Zanzibar harbour; on being searched she was fully equipped for the Slave Trade, with neither colours nor papers, and a crew of fourteen men, chiefly Arabs, who were landed on the mainland.

8. A dhow, 116 tons, name and master unknown, captured on the 8th of April in English passage adjoining Zanzibar harbour. Commander Oldfield being in the gig of the "Lyra" when the dhow was first observed, attempted to board her, whereupon the dhow fired into the gig, which fire the gig's crew returned and commenced chase. After a running fight of about twenty minutes, the dhow having neared the land the crew jumped overboard and swam to the shore. Upon being boarded she was found deserted, with no colours or papers, and thoroughly equipped for the Slave Trade.

9. A dhow, 77 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 11th April, in Zanzibar harbour, with three slaves on board, three children, who stated that they had been kidnapped by the crew; she had neither colours, papers, nor crew, the latter having been removed by his Highness the Sultan.

The children were taken on board the "Lyra," and subsequently conveyed to the Seychelles and handed over to the Civil Commissioner.

10. A dhow, 108 tons, name and master unknown, taken on the 11th April in Zanzibar harbour, without any papers, colours, or crew, and found thoroughly equipped for the Slave Trade.

11. A dhow, 119 tons, name and master unknown, taken by Her Majesty's ship "Lyra," on the 12th April,

in Zanzibar harbour; she was without colours or papers, and fully equipped for the Slave Trade, with a crew of twenty-five men, chiefly Arabs, who were removed to the shore.

12. A dhow, 99 tons, name and master unknown, taken on the 12th April in Zanzibar harbour. She had a crew of eighteen men, who were removed to the shore, was fully equipped for the Slave Trade, and without any colours or papers.

13. A dhow, 102 tons, name and master unknown, taken on the 12th April, in Zanzibar harbour. She was found fully equipped for the Slave Trade, without any colours or papers, and a crew of fifteen men, who were put on shore at the time of capture.

14. A dhow, 101 tons, name and master unknown, taken on the 13th April in Zanzibar harbour. She had an Arab crew, who were also put on shore; but no papers or colours, and was fitted for the Slave Trade.

15. A dhow, 89 tons, taken on the 13th April in Zanzibar harbour, with no crew, colours, or papers, but equipped for the Slave Trade.

These last seven were captures at the request of His Highness the Sultan of Zanzibar, who sent an officer on board the "Lyra," who accompanied the ship's boats to point out the dhows in the harbour which His Highness wished to surrender.

16. A dhow, 165 tons, name and master unknown. This vessel was taken on the 14th April while at anchor in Port Cleak by the "Lyra's" gig, under command of Lieutenant de Wahl, then cruising in Pemba Channel. Upon being searched she was found fully equipped for the Slave Trade, with no papers or colours, and only part of her crew, fourteen in number, on board, the remainder being on shore. During the search the crew of the dhow, being encouraged by the smallness of the captor's force, rose upon them, seized their arms, and commenced an attack. During the fight, Lieutenant de Wahl received two severe sabre-cuts, one on each arm, but he and his men, after killing several of their assailants, drove the rest overboard.

17. A dhow, 164 tons, name and master unknown. This vessel was observed by Her Majesty's ship "Lyra," when at anchor off the town of Wasseen, creeping along the coast of the mainland, and upon a gun being fired to bring her to she changed her course, and after a long chase ran on shore: when boarded she was found deserted by her crew, with neither papers nor colours, and 7 slaves on board, 1 heavily fettered. These slaves stated that when the crew deserted the dhow, they carried off 35 slaves to the shore.

The slaves found on board, excepting 1 woman who died on the voyage, were also handed over to Captain Wade, the Civil Commissioner at the Seychelles.

18. A dhow, 203 tons, name and master unknown, taken by Her Majesty's ship "Lyra" on the 14th April in Wasseen harbour. When boarded she was found deserted by her crew, and fully equipped for the Slave Trade, without papers or colours.

19. A dhow, 165 tons, name and nation unknown, taken by Her Majesty's ship "Sidon," in Bembatooka Bay, on the 13th August last. This vessel at the time of capture had a crew of three persons, who subsequently escaped to the shore. She was fully equipped for the Slave Trade, and, from the dirty state she was in, had every appearance of having recently landed a cargo of slaves.

20. A dhow, 77 tons, taken by Her Majesty's ship "Sidon" on the 10th September last, name and nation unknown, off the town of Angoxa, and found fully equipped for the Slave Trade.

21. A dhow, 73 tons, name and nation unknown, taken by Her Majesty's ship "Sidon" on the 10th of September, off the town of Angoxa, and found fully equipped for the Slave Trade.

22. A dhow, 100 tons, name and nation unknown, taken by Her Majesty's ship "Sidon," off the town of Angoxa, on the 11th September, and found fully equipped for the Slave Trade.

These dhows were all destroyed at the time of capture on being found unseaworthy and unfit for a voyage to any port of adjudication.

No. 16.

Her Majesty's Commissioners to Earl Russell.—(Received February 22.)

My Lord,

Cape Town, January 3, 1862.

WE have the honour to acquaint your Lordship that no case has been adjudicated by the Mixed Commission of which we are members, during the half-year ending December 31, 1861.

We have, &c.
(Signed) GEO. FRERE
FREDERIC R. SURTEES.

No. 17.

Her Majesty's Commissioners to Earl Russell.—(Received February 22.)

My Lord,

Cape Town, January 3, 1862.

IN pursuance of the instructions given to us in the Earl of Aberdeen's despatch of the 20th February, 1843, by which we are directed to transmit, at the close of each year, a detailed Report of the judicial proceedings of this Mixed Commission, we have the honour to report that no case has been adjudicated by the Court during the year ending December 31, 1861.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

No. 18.

Her Majesty's Commissioners to Earl Russell.—(Received February 22.)

My Lord,

Cape Town, January 3, 1862.

WITH reference to instructions given to us by the Earl of Aberdeen's despatch of February 20, 1843, to transmit to the Foreign Office at the end of each year a certified copy of the register of slaves emancipated by sentence of this Commission, we have the honour to acquaint your Lordship that no vessels with slaves on board have been brought before us during the year ending December 31, 1861.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

No. 19.

Her Majesty's Commissioners to Earl Russell.—(Received February 22.)

My Lord,

Cape Town, January 17, 1862.

WE have the honour to transmit to your Lordship a Report drawn up by the Mixed Commission of which we are members, in compliance with the provisions of Article XI, Annex B, to the Treaty of July 3, 1842, between Great Britain and Portugal for the suppression of the Traffic in Slaves, relating,—

1st. To the cases which have been brought before the Court for adjudication.

2nd. To the state of the liberated negroes.

3rd. To the treatment and progress made in the religious and mechanical education of the liberated negroes.

We have also the honour to inform your Lordship that our Portuguese colleagues are about to transmit a duplicate original of the Report to the Government of His Most Faithful Majesty.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

Inclosure in No. 19.

Annual Report of the Mixed Commission.

IN pursuance of Article XI, Annex B, to the Treaty concluded on the 3rd July, 1842, between Great Britain and Portugal for the suppression of the Traffic in Slaves, by which it is stipulated that the Mixed Commissions shall transmit annually to each Government a Report, relating,—

1st. To the cases which have been brought before them for adjudication.

2nd. To the state of the liberated negroes.

3rd. To every information which they may be able to obtain respecting the treatment and the progress made in the religious and mechanical education of the liberated negroes.

The Undersigned, Members of the Mixed Commission established at the Cape of Good Hope, have the honour to report to the Government of Her Britannic Majesty, and to the Government of His Most Faithful Majesty,—

1st. That one case, that of the Portuguese dhow, "*Flor de Cabaceira*," was brought before this Mixed Commission on the 30th December, 1861, and that the adjudication of the case had not terminated at the close of the year 1861.

2ndly and 3rdly. That no negroes have been emancipated by Decree of this Mixed Commission since its establishment.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

AL. DUPRAT.

EDUARDO A. DE CARVALHO.

WM. TASKER SMITH, Registrar.

Mixed British and Portuguese Commission, Cape Town, January 17, 1862.

No. 20.

Her Majesty's Commissioners to Earl Russell.—(Received February 22.)

My Lord,

Cape Town, January 18, 1862.

WE have the honour to inclose, for your Lordship's information, our Report upon the case of the Portuguese launch "*Flor de Cabaceira*," captured by Her Majesty's ship "*Penguin*," and acquitted, without costs and damages against the captor, by award of this Court on the 4th instant.

The cause of detention lay principally in the presence of eleven natives found

on board, who it was assumed were slaves; the crew, eleven also in number according to muster-roll, being supposed to have escaped in a boat about the time of capture. No one could testify to having seen any boat leave the vessel from the moment she was first sighted up to capture, and on investigation the Court had every reason to believe that the eleven natives found on board were really the crew.

In this case the captor failed to bring before the Court any of the persons found on board, except two negro boys, the remainder of the crew, nine in number, having escaped when landed in Rovooma Bay for the benefit of their health, and to assist in procuring wood for the capturing vessel.

In like manner, with the exception of two pair of shackles, none of the articles of equipment alleged against the vessel were produced, nor any survey or inventory thereof, such as would enable the Court to ascertain the correctness of the captor's opinion as to them; and the vessel herself, with the little cargo she had on board, being judged worthless, was destroyed by fire.

Some evidence of a hearsay nature was given by a krooman belonging to the capturing ship, as to a statement made by one of the negroes found on board, that the vessel was engaged in the Slave Trade, and had been left by her crew at the commencement of the chase; and one of the officers of the "Penguin," who was on detached service at Ibo, at the time of the capture, made affidavit of certain conversations with the Governor of that Settlement tending to throw suspicion upon the vessel.

On the other hand, the ship's papers, which were all in regular order, and other documents belonging to the owner, tended to prove that she was in the prosecution of a legal trading-voyage to Arimba, near Ibo, where her owner had a small trading establishment; and the statement made by the two lads showed that the men found on board were the same shipped at Mozambique, and not, as suggested by the captors, part of a cargo of slaves.

The Court came to the conclusion that the weight of evidence was decidedly in favour of the vessel, and pronounced that, although the circumstances were such as to justify her detention, the captors had failed to establish a case for condemnation, and decreed accordingly.

We think it is to be regretted that vessels detained under this Treaty, which cannot be brought before the Court, should be destroyed, unless when positively unavoidable. It would be better for both parties interested that such vessels should be made over to the nearest Portuguese authority, with whose assistance a survey of all that the captors think suspicious could be obtained, and in whose custody vessels and goods might remain until the decision of the Court is known.

The endeavour made by this little vessel to avoid capture, and the escape of those taken on board, when landed at Rovooma, were, perhaps, to some extent, facts calculated to create suspicion, but they may be accounted for on other grounds than those of guilty fear.

The non-compliance with the IVth Article of Annex B of the Treaty with Portugal, which stipulates that those on board detained vessels should be taken to the port of adjudication, has caused, in this as in other cases, much complaint on the part of our Portuguese colleagues; and we would observe, for ourselves, that Annex B speaks of the examination of two or three of the principal individuals on board as "enabling the Court to judge and pronounce whether suspected vessels have been justly detained or not," without giving the power to elicit such testimony; therefore, the captors do not leave the Court in a position to decide equitably, or, at any rate, in a full and satisfactory manner.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

Inclosure 1 in No. 20.

Report of the Case of the Portuguese Dhow "Flor de Cabaceira."

ON the 30th December, 1861, the following papers were brought into Court by the Admiralty Proctor, who appeared for the captors:—

1. An affidavit made December 30, 1861, by John George Graham McHardy, Lieutenant Commanding Her Majesty's ship "Penguin," setting forth the detention and destruction of the Portuguese dhow "*Flor de Cabaceira*" on a charge of having violated the Treaty between Great Britain and Portugal of July 3, 1842, for the suppression of the Traffic in Slaves.

The papers annexed to this affidavit were:—

2. A memorandum showing that on the 2nd of May, 1861, Mamade Gulamo Rendira sold his new vessel the "*Flor de Cabaceira*," built at Cabaceira Pequena, to Xatorbagi Dolabo for the sum of 110 milreis.
3. A certificate of registry, Mozambique, May 4, 1861, of the said vessel, described as of $7\frac{21}{100}$ tons.
4. A passport from the Governor-General of Mozambique, May 6, 1861, visé for Ibo May 21.
5. A muster roll, dated May 5th, for a crew of eleven men, visé for Ibo, May 21.
6. Manifest dated Ibo, June 17, 1861, of fifteen packages shipped for Arimba, value 295 dollars.
7. A License dated Ibo, January 6, 1861, for Chatabogo Lavadau to keep shop at Arimba.
- 8 and 9. Manifests of two cargoes from Ibo shipped by Satrobojo Dolubudas in the "*Flor de Arimba*" July 10 and July 30, 1860.

10, 11, 12, and 13. Papers relating to private affairs of Xatorbagi Dolabo.

A mass of documents in Arabic.

14. An additional affidavit made by Lieutenant McHardy on the 30th December, 1861, setting forth that on the 24th June, 1861, when cruising off Querimba Island he detained the "*Flor de Cabaceira*," after a chase of three hours, in latitude $12^{\circ} 32'$ south, longitude $40^{\circ} 48'$ east; that she had 11 negro slaves on board, but no master or crew; that he learned through one of the slaves that the master and crew had taken to their boat previously to the dhow's shortening sail; that she had just returned from Ibo, where she had landed a cargo of slaves; that he found a temporary slave-deck constructed of rattan, a larger quantity of coarse slave-mats than necessary for a merchant-vessel; that two pairs of slave-irons were concealed under the cooking galley; that he found a boiler and pots sufficient to cook for fifty people, a small worthless cargo, and, as food, three bags of paddy, two of millet; that he had her surveyed, and finding from her small size (29.85 tons), and from age and defects, that she was unfit for the voyage to the port of adjudication, he destroyed her, with the cargo, except some brass rings and some print, which was divided among the slaves, who, with the exception of one or two, were perfectly naked. That he proceeded in Her Majesty's ship "*Penguin*" to Rovooma Bay, where he landed the slaves, except one sick child, for the benefit of their health, and that they might assist the boat's crew in getting wood, when they made their escape. To this affidavit were added certificates by Lieutenant McHardy.

16. That the papers were sealed up by him until delivered to the Proctor for assortment.

17. That there being no captain on board the prize, the certificates required by the Treaty were not given.

18. That the vessel was 29.85 tons burthen, British measurement.

19. A short declaration as to the grounds of capture and the condition of the negroes.

The usual monition was prayed for and granted, and the two negro boys were delivered into the charge of the Curator.

On the 31st December the Court examined the two boys, from whose evidence it appeared that they went from Mozambique to Ibo in the prize as sailors; that nine other men were on board, the same who were there at the time of capture, and that none others had been on board, or had left the ship before the English came.

Louis Ropeyarn was also examined on behalf of the captors. He spoke positively to having been told by the head man of the crew of the prize that they had run some slaves at Ibo from Mozambique, and that a boat had gone ashore from the dhow on the morning of the capture.

Joseph Price also gave evidence as to the chase, and to the escape of the crew when landed at Rovooma Bay, the discovery of the irons, and the existence of a slave-deck made of bamboos covered with mats.

Lieutenant McHardy also deposed that a boat might have been dropped from the dhow unseen when the chase commenced; that he did not examine the papers further than the passport; that the powder on board and a bale of cotton were used in the destruction of the vessel; that he did not bring any of the articles he considered suspicious for fear of injury to the health of his vessel.

On the 3rd of January, 1862, the Proctor put in an affidavit of Lieutenant Buckle (No. 25), to the effect that at the Comoro Islands two native interpreters were employed to examine the negroes taken on board the "*Flor de Cabaceira*," and that the latter stated that part of them were slaves recently brought down from the interior; that the dhow had just returned from Ibo, where she had landed a cargo of slaves, who were put on board a three-masted vessel there, and that three of the boys under the age of twelve years were slaves rejected on account of some ailment; and further, that the Governor of Ibo had, in conversation, admitted that if irons were found on board he was quite satisfied with the seizure.

On the 4th January, the monition having been returned, the Court heard the Attorney-General on behalf of the captors, and after adjourning for an hour, came to the unanimous conclusion that although the suspicious circumstances alleged by the captor were sufficient to justify detention, yet the evidence adduced would not warrant a sentence of condemnation, when weighed against the proof afforded by the papers and cargo that the vessel was on a legal voyage, and by the testimony of the negro boys as to the identity of the men on board at the time of capture with the crew shipped at Mozambique. But that shackles having been produced as found on board, no compensation for losses and damages consequent on the detention could be awarded.

(Signed)

GEO. FRERE.

Cape Town, January 18, 1862.

FREDERIC R. SURTEES.

Papers brought into Court by the Admiralty Proctor.

(No. 1.)

IN the business of the Portuguese ship "*Flor de Cabaceira*," whereof Xatorbagi Dolabo is owner, and Assuadi is master, her tackle, apparel, and furniture, and the goods, wares, merchandize, and slaves on board the same, taken by Her Majesty's ship of war "*Penguin*," John George Graham McHardy, commander, and afterwards destroyed.

Appeared personally, John George Graham McHardy, Lieutenant of Her Majesty's ship "*Penguin*," commanding same, duly authorized and empowered, according to the provisions of the Treaty of the 3rd of July, 1842, between Great Britain and Portugal, for the suppression of the Traffic in Slaves, to make seizures of vessels engaged in that Traffic, who being duly sworn, maketh oath that on the 24th day of the month of June, 1861, being in latitude $12^{\circ} 32'$ south, and longitude $40^{\circ} 48'$ east, the ship or vessel called "*Flor de Cabaceira*," whereof Xatorbagi Dolabo was owner and Assuadi was master, was seized and detained, by reason that the said ship was employed in the Traffic in Slaves, contrary to the Treaty aforesaid.

And the deponent further maketh oath that the paper writings and documents hereunto annexed, marked from No. 1 to No. 50 inclusive, were found by him on board the said ship; and that the same are now brought

and delivered up, in the same plight and condition as when received by the deponent, without any fraud, addition, subduction, alteration, or embezzlement whatever, save the numbering and marking thereof.

Lastly, the deponent maketh oath as follows:—That the said ship, when so seized, had no crew on board, having been deserted by them before she was boarded; that eleven negro slaves were on board, two of whom have been brought to Simon's Bay; that the ship being unfit to encounter the perils of a voyage to this Colony, was destroyed by the appearer.

On this 30th day of December, 1861, the said John George Graham McHardy was duly sworn to the truth of the foregoing affidavit.

(Signed) J. G. G. McHARDY.

Before me,
(Signed) A. DUPRAT, *Commissioner*.

(No. 2.)

(Translation.)

I, the Undersigned, Mamade Gulamo Rendera, resident at Little Cabaceira, declare it to be the truth, to have sold my new launch, called "*Flor de Cabaceira*," with her fittings, to Senhor Chatrabogi Rolebo, a Banian, for the sum of 110 milreis in sterling silver money; and as I have received at this date the above referred-to sum, it, the said launch, from to-day, is the property of the said Chatrabogi as her proprietor; and I shall not cast any doubt in Court of it; and because I do not know how to read nor to write in Portuguese, I have requested Firmeiro Couza Monteiro de Mattos, who writes this himself, and signs it himself as witness, together with myself, and the other persons who found themselves present, Ibramo Aberchame, Ragonagi Natter, Mamagachame Mulgi.

Mozambique, May 2, 1861.

(Signed) MAMADE GULAMO RENDERA.
(Signature in Arabic.)

Witnesses:
(Signed) FIRMEIRO C. M. DE MATTOS.
IBRAMO ABERCHAME.
(Signature in Arabic.)
RAGONAGI NATTER.
(Signature in Arabic.)
MAMAGACHAME MULGI.
(Signature in Arabic.)

(No. 3.)

(Translation.)

Extract of Register, granted by the Captain of the Port of Mozambique, Lieutenant Anto. Maria Guedes, who certifies that in the proper book is registered the launch "*Flor de Cabaceira*," Xatorbagi Dolabo, a Portuguese subject, proprietor.

Burden of launch, $7\frac{21}{100}$ tons.

(Signed) A. M. GUEDES.

And also signed by the Clerk who made the extract.

(Signed) LUCIANO ANTO. DA PIEDADE MACEIO.

(No. 4.)

(Translation.)

Passport for a Portuguese merchant-vessel granted by the Governor-General of Mozambique, Colonel João Tavares de Almeida, to the vessel called "*Flor de Cabaceira*," a launch of the tonnage of $7\frac{21}{100}$ tons, Xatorbagi Dolabo, proprietor.

(Signed) JOAO TAVARES DE ALMEIDA, *Governor-General*.

Passport granted, May 6, 1861; and registered, May 10, 1861.

The following *visa* is on the back of the passport:—

"And prosecutes a voyage for Ibo; master, Assuadi.

"Office of the Port Captain of Mozambique, May 21, 1861.

(Signed)

"ANTONIO MARIA GUEDES."

(No. 5.)

(Translation.)

MUSTER-ROLL made out by the Port Captain at Mozambique, containing List of Crew of the "*Flor de Cabaceira*," Xatorbagi Dolabo, owner, on a voyage from Mozambique to the Isles of Cape Delgado, having passport from the Governor-General.

No.	Employment.	Name.	Native of	Age.	State.	Colour.	Observations.
1	Master ..	Assuadi ..	Macua ..	22	Bachelor ..	Black ..	Salaries and other agree- ments are private.
2	Supercargo ..	Xatorbagi Dolabo ..	Diu ..	28	Ditto ..	Tawny ..	
3	Sailor ..	Baraca ..	Macua ..	21	Ditto ..	Black ..	
4	Ditto ..	Mojo ..	Ditto ..	18	Ditto ..	Ditto ..	
5	Ditto ..	Domingo ..	Ditto ..	17	Ditto ..	Ditto ..	
6	Ditto ..	Ussene ..	Ditto ..	18	Ditto ..	Ditto ..	
7	Ditto ..	Bacari ..	Ditto ..	28	Ditto ..	Ditto ..	
8	Ditto ..	Capitão ..	Ditto ..	32	Ditto ..	Ditto ..	
9	Ditto ..	Nascito ..	Ditto ..	29	Ditto ..	Ditto ..	
10	Ditto ..	Ullete ..	Ditto ..	26	Ditto ..	Ditto ..	
11	Ditto ..	Joaquino ..	Ditto ..	25	Ditto ..	Ditto ..	

This muster-roll contains eleven persons.

(Signed) ANTONIO MARIA GUEDES.
L. A. E. MACEIO.

Mark ✕ of the Master.

Visa on muster-roll:—

"Prosecutes a voyage from Mozambique for her destination, the 21st of May, 1861.

(Signed)

"A. M. GUEDES."

CAPE OF GOOD HOPE

(No. 6.)

(Translation.)

Manifest.

He paid 80 reis for the

(Seal.)

Department of Customs, at Ibo, June 17, 1861.

(Signed) SALES.

Custom-house of Ibo. Launch "*Flor de Cabaceira*," Satrabogi Dolbudas. Nationality, Portuguese.
Manifests Captain Hassuado. For a voyage to Arimba.

Marks.	Quantities.	Description of Goods.	Value.	Date.
	13	Pieces of cotton	58 8 000	
	60	" linen	54 000	
	84	" goods	90 000	
	10	Shirts, for the use of the Moors	4 000	
	17	Head-dresses	15 000	
	6	Pieces of assorted handkerchiefs	11 000	
	1	" printed calico	3 000	
	10	" satin	9 000	
	10	Parcels of assorted	9 000	
	2	{ Papers } of cord	1 500	
	2	{ Packets }		
	2	Barrels of powder, of 10 lbs. each	5 000	
	3	Muskets	13 000	
	40	Brass bracelets	3 000	
	1	Case with assorted dishes	10 000	

Ibo, June 17, 1861.

Verified.

(Signed in Arabic.)

(Signed) FERREIRA.

Cleared by this Department of the Custom-house at Ibo, June 17, 1861.

(Signed)

The Director, J. C. DE FIGO. NOGUEIRA.
The Clerk, JOSE ANTONIO FERREIRA.

(No. 7.)

License.

License from the President of the Municipal Chamber of the Islands of Cape Delgado to Chatribogi Lavadau, to keep open, in Arimba, his shop of goods, provisions, &c.

Valid for three months from the date of issue at Ibo, January 26, 1861.

(Signed) J. VICTORINO A. DE BRITO.

(No. 8.)

(Translation.)

Manifest passed by Satrabogi Dolubudas, for the sailing of the launch "*Flor de Arimba*," going to Arimba.

Passed at Ibo, July 10, 1860.

Regularly endorsed at the Custom-house at Ibo, July 10, 1860.

Signed by the Director, J. C. F. NOGUEIRA.

(No. 9.)

(Translation.)

Another Manifest passed by the same party for the same vessel, going to the same place.

Passed at Ibo, July 30, 1860.

Endorsed with a permission to embark the goods manifested.

(Signed by the Director Nogueira and the First Clerk.)

(No. 10.)

(Translation.)

Administration of the Council of Mozambique.

Chatrabogi Dolobadas, Portuguese subject, presented himself at this office, arriving from Ibo the 27th instant, in the boat "*Boa Noticia*," bringing in his company two servants, blacks, named Amissi and Alfane. He announces his residence to be in Council-street.

Mozambique, April 30, 1861.

(Signed)

The Clerk, JOAO DA CRUZ ALMEIDA.

(No. 11.)

(Translation.)

Declaration made by Alave Bum Assane to have sold a certain piece of ground, situated in Arimba, to the Banian Satarborge Malabardas, living in Arimba, for the sum of 1 dollar and 1 quarto.

Paper drawn up and signed at Arimba, September 25, 1860.

Witnessed by Manoel B. de Morcio and Caetano J. Rezende.

(No. 12.)

Declaration of Alon Asam that he placed in the hands of Satrabogo 8 pieces of goods ("pezos en fazenda") to pay for 4 palm trees.

February 18, 1859.

(Signed)

XAVIER ANTONIO.
ANTONIO PEREIRA.

(No. 13.)

(Translation.)

Declaration of Satrabogi Malmodesi, that by the present paper he gives to his daughter Robeia,—his negress named Amina, a negro named Mucasabo, a house and 4 of wood, 10 pieces of "palmas."

(Signed in Arabic)

And by—

X. A. DE LIMA.
A. PEREIRA.

(No date.)

(No. 14.)

(Translation.)

M. Satrabogi,

(No date.)

The bearer of this goes to you, seeking that you will deliver to him the little "palmarinhas" requested by my letters 1 and 2, and this the 3rd, that be there 100 or 200; what they cost I bind myself to pay. Do not fail me.

I am your friend,

(Signed)

JOAQUIM GANZAGA.

Addressed to M. Satrabogi, residing at Arimba.

(No. 15.)

In the business of the Portuguese ship or dhow "*Elor de Cabaceira*," whereof Xatorbagi Dolabo was owner and Assuadi was master, her tackle, apparel and furniture, and the goods, wares, and merchandize, and slaves on board, the same taken by Her Majesty's ship of war "*Penguin*," John George Graham McHardy Esq., Lieutenant Commanding said ship or dhow, afterwards burnt, no crew found on board, the slaves or portion thereof brought to Simon's Bay.

Appeared personally John George Graham McHardy Esq., Lieutenant commanding Her Majesty's steam gun-vessel "*Penguin*," who being duly sworn to depose the truth made oath: That on the 24th of June, 1861, Her Majesty's said gun-vessel was cruising off Querimba Island, when at about 8.30 A.M. they observed a dhow standing to the southward and about eight miles off, upon which the appearer got up steam, made sail, and stood towards her for the purpose of ascertaining her character. That the dhow thereupon tacked and stood towards the land, on which the "*Penguin*" fired a blank gun as a signal for her to heave-to. That the dhow then hoisted Portuguese colours, but no further attention was paid to the signal, on which they followed in chase, gaining on her and firing from time to time three shotted guns. That at the third gun, the said dhow being then in about latitude 12° 32' south and longitude 40° 48' east, off the Island of Querimba, shortened sail. That about a quarter of an hour afterwards the "*Penguin*" arrived close alongside the dhow, when the appearer manned a boat and boarded her. That the said dhow had 11 negroes, slaves, on board (8 men and 3 children), the latter under the age of 12 years. That appearer saw neither master nor crew, and upon interrogating one of the said slaves who spoke a little broken Portuguese through one of the "*Penguin's*" crew, who also spoke a little of that language, the appearer learnt that the master and crew had taken to their boat previously to the dhow shortening sail, and had probably escaped to the land. That through the same source the appearer further learned that the said dhow had just returned from Ibo, where she had landed a cargo of slaves. That upon searching the said dhow the appearer found she had a temporary slave-deck, constructed of rattans and capable of carrying from 40 to 50 slaves, ready laid. That she had a great number of coarse slave-mats, far larger in quantity than was necessary for the use of the vessel as a merchant-vessel. That two pairs of slave-irons were discovered concealed under the cooking galley, which irons are ready to be produced to this Honourable Court. That the said dhow had a good-sized copper boiler, and a number of smaller pots capable together of cooking food for 40 or 50 people. That the only cargo on board consisted of 2 small boxes containing pieces of common print, 2 kegs of gunpowder, and a bale of cotton wool, and about half a cwt. of brass rings. That in a box on deck were found the several papers annexed to the appearer's affidavit sworn in this cause on this day, and now in this Honourable Court. That the appearer caused the pieces of print to be distributed to the slaves, who were, with the exception of one or two who had a waistcloth on, perfectly naked. That the food found on board consisted of three bags of paddy and two of millet. That the appearer then caused the said dhow to be surveyed, when it was found that besides her small size (30 tons) and rig, she was both from age and defects unable to encounter the perils of a voyage to a port of adjudication; and, moreover, that the "*Penguin*" had two boats away on service, and could spare no more hands; whereupon the appearer after measuring said dhow caused her to be sunk, after reserving the brass rings, the rest of the cargo being worthless. That the said dhow measured 45 feet in length, 12 feet amidships in breadth, and 7 feet in depth, and was of the burden of 29.085 tons. That the "*Penguin*" then proceeded to Rovooma Bay, where the appearer landed the said slaves (1 child who was very sick excepted) for the benefit of their health. That the men were engaged to assist the boat's crew in taking some wood on board, when they availed themselves of the opportunity to escape, carrying off one of the children, and succeeded in evading the pursuit which was instantly made after them. That the remaining two children are now on board the "*Penguin*," ready to be produced to this Honourable Court.

(Signed)

J. G. G. McHARDY.

On this 30th day of December, 1861, the said John George Graham McHardy was duly sworn to the truth of this affidavit before me.

(Signed)

AL. DUPRAT, *Commissioner*.

CAPE OF GOOD HOPE.

(No. 16.)

"Penguin," June 25, 1861.

The papers found on board the dhow "*Flor de Cabaceira*" are too numerous and multifarious to number and describe, but they have been sealed up by me in two packages marked by me No. 1 and No. 2.

(Signed)

J. G. G. McHARDY, *Lieutenant Commanding.*

The papers referred to in foregoing certificate were opened by me for the purpose of being numbered and attached to the captor's affidavit verifying the same.

Cape Town, December 30, 1861.

(Signed)

CHARLES A. FAIRBRIDGE, *Admiralty Proctor.*

(No. 17.)

No master on board the vessel at the times of boarding and seizure, therefore no certificate delivered.
Given under my hand this 25th day of June, 1861.

(Signed)

J. G. G. McHARDY,
Lieutenant Commanding Her Britannic Majesty's steam gun-vessel "Penguin."

(No. 18.)

Sir,

"Penguin," off Querimba Island, June 24, 1861.

In compliance with directions contained in your Memorandum of this day, I have the honour to inform you that on examining the dhow "*Flor de Cabaceira*," as to her fitness for making a sea voyage to any port of adjudication, I beg to state that I do not consider her capable of doing so with safety, and, on measuring her, find her dimensions as follows:—Length of upper deck, 45 feet; midship breadth, 12 feet; depth of hold, 7 feet; which measurements make her to be of 29·085 tons burden.

I have, &c.

(Signed)

STOPFORD C. TRACEY, *Second Master.*

To Lieutenant J. G. G. McHardy, R.N.,

Commanding Her Majesty's steam gun-vessel "Penguin."

(No. 19.)

I, the Undersigned, John George Graham McHardy, holding the rank of Lieutenant in Her Britannic Majesty's navy, and commanding Her Majesty's steam gun-vessel "Penguin," duly authorized by the Treaty between Great Britain and Portugal dated the 3rd July, 1842, for the suppression of the Traffic in Slaves, do hereby declare that on the 24th day of June, 1861, being in latitude 12° 32' south, and longitude 40° 48' east of Greenwich, I seized the "*Flor de Cabaceira*," for having violated the said Treaty; and I further declare that the vessel had on board, at the time of seizure, eleven slaves (three of them children), and no other persons on board, and I also declare that I found this vessel in the following state:—

The master, whose name was on her papers, was not on board. I found slave-irons stowed under her cooking galley; none of the slaves clothed, with the exception of a cloth, and some of them perfectly naked.

These circumstances, and having had to chase her for three hours and a-half, and fire a blank gun and then several shot a-head of her before I could bring her to, induced me to seize her as a vessel having been engaged, or being engaged, in the transport of negroes for the purpose of consigning them to slavery.

And I further declare that I am of opinion that the master and crew must have deserted the vessel in a boat, during the time they were being chased, without having been observed.

Given under my hand, this 24th day of June, 1861.

(Signed)

J. G. G. McHARDY,
Lieutenant Commanding Her Majesty's steam gun-vessel "Penguin."

Inclosure 2 in No. 8.

Evidence taken in the case of the Portuguese dhow "Flor de Cabaceira."

Evidence of Zenne, who being examined through Mr. Fields, interpreter, answered:—

That he does not know his age; that he is from the Mozambique country; was on board the "*Flor de Cabaceira*;" was on board a Banian ship; was on board ten days; that he embarked at Ibo; that he was on board before the ship was at Ibo; that he went from Mozambique to Ibo in the same ship; that he did the same work as a sailor; was a sailor on board, but a slave; that ten other sailors were on board; that they were the same men on board when the English came; that no men left the ship before the English came; that a waist-cloth was all he had on; all the others had the same. (Shown shackles.) That the men when they did no good were put in them; that he was never in irons on board; that the Captain's name was Pener; that he does not know the name of any one else on board; that the other sailors were all put on board the English ship; that he does not know where they are now; does not know Assuadi; does not know Xatorbagi; does not know Bararca (names on muster-roll read); does not know any of them; that he does not know the names of any one on board; that he loves the truth and does not tell lies (said in English). That all the seamen came from Mozambique to Ibo; that the other boy's name is Unwun.

(Signed)

✕ mark of Interpreter.

This deposition having been read over to the interpreter, he declared the same to be correct, and affixed his mark thereto.

(Signed)

WM. TASKER SMITH.

Before us,

(Signed)

GEO. FRERE.

AL. DUPRAT.

Cape Town, December 31, 1861.

Evidence of Unwun, who being examined through Mr. Fields, interpreter, answered:—

That his name was Unwun; that he went on board a Banian ship at Mozambique; that he pulled the ropes on board; that he does not know how many were on board; that no one left the ship before the English came; that the captain was a Mozambique man named Nacibo; that they were all black people on board; that he does not tell lies; that they were all free; does not know how much wages he got a-month; that a Moor man, the master of the ship, told him to go on board; does know Arimba, the name of the country; it is the place they were going to. (Shown shackles.) That he saw the irons on board; that they were tied up in linen cloths; that before the English took the ship there were plenty of them; that the English after breaking them threw them overboard.

(Signed) ✕ mark of Interpreter.

This deposition having been read over to the interpreter, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH.

Before us,
(Signed) GEO. FRERE.
 AL. DUPRAT.

Cape Town, December 31, 1861.

Evidence of Louis Ropeyarn, stoker, who being sworn and examined, answered:—

That he belonged to the "Penguin;" that he was on board at the day of capture, the 24th of June; that he was employed below when the chase began; that he came on deck when the prize had stopped; did not see a boat leave the prize; that he did not go on board the prize; that he saw no crew when they came on board the "Penguin;" that the captain had his clothes; they were ten or eleven in number; that he does not speak Portuguese well; that he conversed with the head man in broken Spanish and Portuguese when he supplied them with food, and asked him where he came from. To which he answered, "We have run some slaves at Ibo from Mozambique." That the head man said, "The morning before you took me, a boat from the dhow did go ashore;" that all the dhow's crew were slaves; that he reported this conversation to the captain of the "Penguin;" that he does not know the name of the head man.

(Signed) ✕ mark of L. Ropeyarn.

This deposition having been read over to Louis Ropeyarn, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH.

Before us,
(Signed) GEO. FRERE.
 AL. DUPRAT.

Cape Town, December 31, 1861.

Evidence of Joseph Price, second-class petty officer, who, being sworn and examined, answered:—

That he was on board the "Penguin" on the 24th of June. That he saw the chase; was at daylight shore in sight; was on deck, but was not the look-out man. Did not see her when first reported. Got up steam afterwards. Fancied two or three times that he saw a boat go from the dhow, but cannot swear, dhow running very fast. That he boarded the dhow; was about 100 yards from the dhow when she lay-to; that she was brought-to in a seaman-like way; that she appeared to be pretty-tidily handled while under sail; that he found eleven people on board altogether, including three children; that the prize hoisted the Portuguese flag just before she came-to, and after the guns had fired. That the crew were negroes. That he has been on board slave-ships full of slaves; that these are the same class of people; that not one was clothed, but that some had waist-clothes. That he had no communication with those on board. That he was ashore at Rovooma with the men; does not know the date; that they were taken on shore in the cutter; that all hands were told to keep their eye on them; that some were carrying wood and some were cutting wood. That there were sixteen white men, with the gunner; that they ran away after dinner; that no one saw them go. That the best part of the whites were bathing; that they chased after them the whole of the afternoon. That there were ten blacks on shore, and nine ran away; (shown shackles), and identifies them; that they were found hidden under the cooking-galley, hidden under the stones; that he saw no other irons; that he saw a slave-deck, made of bamboos; that it was covered with mats. Thinks the vessel could have carried 100 slaves or more.

(Signed) ✕ mark of Price.

This deposition having been read over to Price, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH, *Registrar.*

Before us,
(Signed) GEO. FRERE.
 AL. DUPRAT.

Cape Town, December 31, 1861.

Evidence of Captain McHardy, who, being sworn and examined, answered:—

That he was on deck the whole time of the chase; that the chase was only visible from the mast-head when first seen. That the dhow was handled as well as dhows usually are. That the distance was so great that he thinks that a boat could have dropped and escaped, unseen, at first. Did not examine the papers further than that she had a passport from Mozambique. The powder was used in the destruction of the vessel, also a bale of cotton. Did not bring the slave-deck, or any of the articles which excited suspicion, except the brass rings and irons, for fear of injuring the health of his ship on account of their filthy state, as he considered that the slave-irons and deck, and the naked slaves, were sufficient evidence of a violation of the Treaty.

(Signed) J. G. G. MCHARDY,
Lieutenant Commanding Her Majesty's ship "Penguin."

This deposition having been read over to Captain McHardy, he declared the same to be correct, and affixed his signature thereto.

(Signed) WM. TASKER SMITH, *Registrar.*

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Cape Town, December 31, 1861.

In the business of the Portuguese ship or dhow "*Flor de Cabaceira*," whereof Xatorbagi Dolabo was owner, and Assuadi master, her tackle, apparel, and furniture, and the goods, wares, and merchandise, and slaves on board the same, taken by Her Majesty's ship of war "Penguin," John George Graham McHardy, Lieutenant commanding said dhow, afterwards destroyed:—

Appeared personally Claud Edward Buckle, Lieutenant in Her Majesty's Royal navy, who being duly sworn made oath:—

That on the 30th day of June, 1861, the appearer, who was then a Lieutenant of Her Majesty's gun-ship "Penguin," and cruising in command of two of her boats off Comoro, fell in with the "Penguin," and rejoined her. That the appearer found on board the "Penguin" 11 negroes, whom he learnt had been taken out of the Portuguese dhow "*Flor de Cabaceira*," captured shortly previously. That the "Penguin" proceeded to Comoro, where two native interpreters were procured, who examined the said negroes in the appearer's presence. That the said interpreters translated their statement to the appearer (which translation the appearer verily believes to have been faithfully and truly made), which was to this issue, viz.:—That all of the said negroes were slaves recently brought down from the mainland; that the said dhow had just returned from Ibo, where she had landed a cargo of slaves, who were conveyed on board a three-masted vessel lying there; and that 3 of the negroes, boys under the age of 12 years, were slaves rejected on account of some ailment. That from Comoro the "Penguin" went to Pemba Bay on the mainland, and thence to Ibo, where she arrived on the 8th day of July, 1861, at which time Lieutenant McHardy was sick, and appearer doing duty in his stead. That the appearer being on shore on business was sent for by the Governor of Ibo, and thereupon waited on him. That the Governor questioned the appearer on the details of the capture of the "*Flor de Cabaceira*," stating that he knew her owner, and believed she was engaged on a lawful voyage. That the appearer informed the Governor that he was not present when the vessel was captured; but that he would ascertain the particulars from Lieutenant McHardy. That appearer accordingly saw Lieutenant McHardy, made himself acquainted with the causes for which the "*Flor de Cabaceira*" had been seized, and on the following day waited on the Governor with a copy of the Treaty between Great Britain and Portugal for the suppression of the Slave Trade. That upon being informed that one of the causes of seizure was that two pairs of shackles had been found on board; the Governor, who had previously appeared to doubt the propriety of the capture, immediately changed his tone, said that if the irons were really found on board the vessel, he was quite satisfied with the seizure, and that if he could see the irons he would be then more satisfied. That the appearer communicated the Governor's desire to see said shackles to Lieutenant McHardy, who objected, however, to send the same on shore on the ground that the Governor of Ibo could exercise no jurisdiction in the matter.

And the appearer lastly saith, that at his interview with the Governor a Banian was present, who was stated by the Governor to be the owner of the "*Flor de Cabaceira*;" and that the said Banian on being informed of the shackles found on board his said vessel, protested she had no such shackles on board when she left Ibo, and expressed himself utterly unable to account for their presence.

On this 3rd day of January, 1862, the said Claud Edward Buckle was duly sworn to the truth of the foregoing affidavit.

(Signed) CLAUD E. BUCKLE.

Before me,
(Signed) FREDERIC R. SURTEES.

Inclosure 3 in No. 20.

Judgment.

THIS is the case of a vessel named the "*Flor de Cabaceira*," built at Mozambique in 1861, and purchased by a Banian, a Portuguese subject, in May of that year. This man, named Xatorbagi Dolabo, appears from the papers to have been employed before this time in lawful trade, and to have had a small mercantile establishment at Arimba, near Ibo.

He appears to have left Mozambique for Ibo in the "*Flor de Cabaceira*" about the 20th of May, with his papers in proper order, visé for Ibo, the capital of the district of Cabo Delgado, within which Arimba lies. There is nothing to show what cargo he took from Mozambique, but a manifest shows that he cleared his vessel from Ibo on the 17th June, with a small cargo for Arimba, valued at about 300 dollars. Two manifests found among the papers show that in July 1860 he made two similar trips in another vessel called the "*Flor de Arimba*." On the 24th of June she was taken by Her Majesty's steam-vessel "Penguin," after a chase of three hours.

The reasons given by the captor for detaining her are—the chase; the eleven people found on board were slaves; that she had a slave-deck laid with mats, and cooking utensils capable of cooking for fifty people, and that two pair of shackles were found concealed under the cooking-place.

The Court has not had the means of sifting this evidence, the captor having given the detained persons an opportunity of escaping, of which nine availed themselves.

In regard to the absence of witnesses, the Court would observe that the Treaty is imperative as to their being all brought before the Court, which according to Article VII of Annex B would almost seem to be precluded from coming to a decision until two or three at least of the principal persons among those detained on board have been examined, and if this is not done it is almost impossible to arrive at a satisfactory conclusion. In like manner, although it is impossible to bring a small vessel round to Table Bay, an exact description and measurement should be obtained of all articles upon account of which condemnation is sought; and in this case the vessel herself might apparently have been left in the hands of the authorities at Ibo or any other Portuguese Settlement, where a survey

might have been procured, which would have been of great assistance to the Court, and by which the loss of the vessel and cargo would have been avoided.

Under these circumstances, it is the opinion of the Court that the detention was justifiable, but that the evidence produced by the captors is insufficient to warrant a sentence of condemnation, when weighed against the proof afforded by the papers that the vessel when captured was employed on legal traffic between Ibo and Arimba, and by the evidence of the two negro boys that the persons on board were the same shipped as her crew at Mozambique, and that no other persons had been on board, or left the vessel since her departure from that port.

The presence of irons on board brings the vessel within the provisions of the Xth Article of the Treaty, and no compensation for losses, damages, or expenses, consequent upon the detention, can therefore be awarded.

*Court of Mixed British and Portuguese Commission,
Cape Town, January 4, 1862.*

Before George Frere, Esq., and the Commander Duprat.

Present:

F. R. Surtees, Esq.

E. A. de Carvalho, Esq.

Wm. Tasker Smith, Esq., Registrar.

The Honourable William Porter, Esquire, Her Britannic Majesty's Attorney-General for the Cape of Good Hope, on behalf of the captors, prayed that the said vessel, cargo, and slaves, be condemned.

The Commissioners pronounced the said vessel "*Flor de Cabaceira*," her tackle, apparel, and furniture, and the goods, wares, and merchandize laden therein, to have been at the time of capture and seizure thereof engaged in licit traffic, and as such not liable to condemnation.

That shackles having been found on board, no compensation for losses, damages, and expenses, consequent on the detention of the vessel, are awarded.

That the two negro boys be made over to the care of the Curator of Emancipated Negroes, if they do not desire to be forwarded back to Mozambique.

A true extract,
(Signed)

WM. TASKER SMITH, Registrar.

No. 21.

Her Majesty's Commissioners to Earl Russell.—(Received March 31.)

My Lord,

Cape Town, January 31, 1862.

WE have the honour to report to your Lordship the following particulars relating to the adjudication in the Vice-Admiralty Court of this Colony on the 14th instant, of a dhow captured by Her Majesty's ship "*Penguin*," Lieutenant Mc Hardy, upon which condemnation was decreed.

From the affidavit filed in the case, it appeared that, on the 29th of April last, Lieutenant Mc Hardy, being in the "*Penguin's*" boat off Saddle Island, Johanna, observed a dhow running for the land under Muscat colours. Having intercepted and boarded her, he found upon examination that she had a crew of twenty-three men, and was fitted with three large water-tanks holding a quantity of water far greater than was necessary for her use as a legal trader, and a similar excess in the number of mess-kids.

Upon the captor demanding from the master the usual passport carried by dhows claiming to belong to the subjects of His Highness the Sultan of Muscat, two documents were produced, one being a French passport of an Arab vessel named "*Reain*;" the other a certificate of the Hanseatic Consul belonging to a dhow called "*Fasul Gher*," conveying passengers between Zanzibar and Madagascar.

These circumstances, together with her fittings, induced the captor to seize the dhow as engaged in the Slave Trade, and take her to Johanna, where in the course of the same night the crew contrived to get on shore and escape.

This vessel being found unfit for a voyage to a port of adjudication was destroyed.

Her burthen by admeasurement was 202 $\frac{20}{94}$ tons.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

No. 22.

Her Majesty's Commissioners to Earl Russell.—(Received June 27.)

My Lord,

Cape Town, May 15, 1862.

WE have the honour to report to your Lordship that, by information recently received, no Slave Trade seems to have been carried on from the Portuguese

possessions to the southward of Mozambique for some time past; only one vessel is reported to have procured a cargo of slaves at Inhambane, but even of this our informant could not speak with any certainty. From Quilimane the export trade had disappeared, with the withdrawal of the vessels which formerly took slaves as engagés for the French Government; but we much regret to learn that a large number of slaves which had been collected by one of the persons engaged in that traffic, but for whom there was no demand, in consequence of the non-appearance of the vessels for which they had been procured, were allowed to perish miserably by hunger on the island on which the dépôt was situated.

By an official bulletin also, issued on the 10th October by the Governor-General of Mozambique, we learn that the Arab Chief of Angoxa, under whose authority that place has so long been a notorious slave-market, has been at last expelled by the Portuguese Government, which attacked him by means of an expedition overland from Quisungo. After two or three days' fighting the Portuguese force took possession of the island, hoisted the flag of His Most Faithful Majesty, and received the submission of the inhabitants. This appears to have been effected about the 27th of August last, and on the 29th of that month three dhows were detained by Lieutenant Ross in the boats of Her Majesty's ship "Gorgon," between the Port Pangane and Mahatto Island; on board one of which was the Arab Chief of Angoxa, who it appears had made his escape down the river with all the slaves he could lay hands on. He was subsequently allowed by Lieutenant Ross to make his way to the shore in one of the dhows with his men, as the bad weather made it dangerous to detain them, the other two dhows being destroyed, and the cases brought before the Vice-Admiralty Court for adjudication.

We hear also that Dr. Livingstone, whose movements seem to be closely followed by the Portuguese, met with several parties of slave-traders from Tette, in the neighbourhood of Mongomero, where the Mission under Bishop Mackenzie is now located, and that the traders having fled, the slaves were settled at the Mission. These slaves were no doubt intended for the supply of the Portuguese on the Zambezi, and some possibly for exportation; but this last, as we have already stated, seems to have ceased for the present. A large trade, however, was being carried on in the country near the Mission for the supply of the ports to the northward, whence a great number of slaves are exported to the Persian Gulf: of the vessels thus employed, no less than eighteen, varying from 60 to 200 tons, were captured by Her Majesty's ship "Gorgon," under the command of Captain Wilson, in the months of August, September, and October last; these cases are now before the Vice-Admiralty Court, and will be reported to your Lordship when adjudicated, but there is no doubt that their capture and that of upwards of twenty others, previously taken by Her Majesty's ships "Lyra," "Sidon," and "Penguin," and already reported to your Lordship, must have inflicted a heavy blow upon the slave-traders from the Persian Gulf.

These successes, coupled with the efforts of Dr. Livingstone, will no doubt tend much to the suppression of the Slave Trade. We can, therefore, entertain the hope that a serious impression has been at last made upon the Trade which Her Majesty's Government has so long striven to extinguish.

We have, &c.

(Signed)

GEO. FRERE.

FREDERICK R. SURTEES.

No. 23.

Her Majesty's Commissioners to Earl Russell.—(Received August 1.)

My Lord,

Cape Town, May 31, 1862.

WE have the honour to inclose to your Lordship reports of the cases of eighteen dhows adjudicated in the Vice-Admiralty Court of this Colony on the 17th instant, and condemned as good prizes to Her Majesty's ship "Gorgon."

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

Inclosure in No. 23.

Reports of Eighteen Dhows condemned in the Vice-Admiralty Court.

No. 1.—A dhow of 156 tons, captured on the 3rd of August by Lieutenant Harvey, in command of a boat of Her Majesty's ship "Gorgon," off Lindy River. This vessel was observed at anchor at the mouth of the river, and upon being boarded was found fully equipped for the Slave Trade, with a crew of twenty men, apparently Joasme Arabs, and no papers or colours. She was destroyed after the crew were landed.

No. 2.—A dhow, 84 tons, captured on 9th August by Lieutenant Harvey, in command of two boats of Her Majesty's ship "Gorgon," off Kiswara Harbour. Three dhows were observed to heave in sight round Kiswara Point, and taking no notice of a musket-shot being fired as a signal to bring-to, but still making the best of their way to sea, the two boats gave chase, and succeeded in boarding two of them.

The first being searched was found fully equipped for the Slave Trade, and a crew of fifteen men, with no colours or papers; being unfit for a voyage to a port of adjudication, she was destroyed after the crew were landed.

The second, No. 3, a dhow of 47 tons, was found also equipped for the Slave Trade, and a crew of twelve men, Arabs, and no papers or colours; being found exceedingly leaky, was subsequently abandoned by the captors, and soon afterwards foundered.

No. 4.—A dhow of 172 tons, taken on the 19th August by Commander Wilson, in Her Majesty's ship "Gorgon," to the northward of Querimba Island. This vessel was observed on shore on the reef, and upon being boarded was found with a crew of twenty-five men, Arabs, fully equipped for the Slave Trade, with no colours or papers, and with every appearance of having recently had a cargo of slaves on board.

The master stated that on the previous evening, having then on board 100 slaves shipped at Conducia, he had been chased by one of Her Majesty's cruisers (supposed to be the "Penguin,") and had run on shore in the dark, and that after the stranding of the vessel the slaves had been landed on the island.

After the crew were landed, this dhow was destroyed, being much injured by the reef.

No. 5.—A dhow of 169 tons, captured on the 24th August by Mr. Guido Harris, second master of Her Majesty's ship "Gorgon," who was then at Zanzibar, in charge of a slave dhow detained by the "Gorgon." Mr. Harris having learnt from Colonel Rigby, Her Britannic Majesty's Consul, that a Sooree pirate, of the name of Mohammed Bin Alee, intended to run a cargo of slaves from Mlony, a point about seven miles north of Zanzibar, proceeded after dark with an armed boat to lay in wait for the vessel, accompanied by one of the Consul's boat's crew to identify her if necessary. About midnight they perceived a dhow running to the northward. Upon attempting to board her the crew resisted with drawn swords, whereupon Mr. Harris and his men opened fire, and after killing three or four, and driving the rest overboard, succeeded in capturing her. Upon searching the dhow, 17 slaves were found stowed away in different parts of the vessel. She was completely fitted for the Slave Trade, with no colours or papers, and being unseaworthy was destroyed.

No. 6.—A dhow of 169 tons; and No. 7, a dhow of 229 tons. These vessels were captured on the 29th of August by Lieutenants Ross and Price, while cruising in the pinnace and whale-boat of Her Majesty's ship "Gorgon" between Port Pangane and Mahatto Island, when three dhows were seen standing for the land, and after an hour's chase these two were cut off and forced to bring-to. Upon being boarded, they were found provided with Arab colours, but no papers. On board of one was an Arab who styled himself the King of Angoxa, who had neither passports nor papers, nor could he account for being without them. The only document he possessed was a blank envelope addressed to Queen Victoria. He appears to have been escaping from Angoxa with as many slaves as he could get. These vessels were detained, and as the weather appeared threatening, were anchored with the "Gorgon's" boats two miles to the south of Mahatto Island, but in consequence of the weather becoming worse, Lieutenant Ross removed the crews and slaves from two of the dhows to the third one, and allowed her to escape, and destroyed the two remaining.

On board the dhow where the King was, were found two revolvers, marked with the broad arrow and the letters B. O., and respectively numbered 18 and 24. It is believed that they belonged to two men of Her Majesty's ship "Lyra," who, about two years before this capture, were murdered in the Angoxa River.

No. 8.—A dhow of 109 tons, captured on the 6th September by Lieutenant Ross, while cruising with the pinnace and whale-boat of Her Majesty's ship "Gorgon," off Songa Island. This dhow was discovered standing towards Quilloa. Upon being searched she was found fully equipped for the Slave Trade, with neither papers nor colours, and a crew of thirteen Arabs, who admitted that they were bound to Quilloa to get a cargo of slaves. Being unfit for a voyage to a port of adjudication, she was destroyed after the crew were landed.

No. 9.—A dhow of 200 tons, captured by Lieutenant Harvey on the 8th September, while cruising in one of the "Gorgon's" boats, off Pemba Island. This dhow was discovered coming to anchor in Port Wangeeke, in the north of the island. Upon being boarded she was found fully equipped for the Slave Trade, with a crew of twenty men, Sevoodis, from the Persian Gulf, but no colours or papers; and being unfit for a voyage to a port of adjudication, was destroyed after the crew were landed.

No. 10.—A dhow of 138 tons, captured on the 11th September by Lieutenant Ross, in command of the "Gorgon's" pinnace, while cruising off Wasseen Reefs. This dhow was observed at 6 A.M., standing towards the land, her decks crowded with negroes, apparently slaves. At the captors firing across her to bring her to, the crew ran her on shore into the mangrove bush and escaped. Upon being boarded, they found that she had recently been occupied by a great number of people. No papers, and fitted for the Slave Trade. Being hard aground, she was destroyed.

No. 11.—A dhow of 53 tons, captured by Lieutenant Ross on the 11th September, in the "Gorgon's" pinnace, while cruising off Wasseen Reefs. This vessel was seen at 2 P.M., standing to the southward, and after a chase of six hours ran ashore into the mangrove bush. During the chase the crew were seen driving a large quantity of grown-up slaves on shore, and carrying off the boys and girls. Upon being boarded she was found deserted; no colours or papers, and fully equipped for the Slave Trade; and being unfit for a voyage to a port of adjudication was destroyed.

No. 12.—A dhow of 66 tons, captured on 14th September by Lieutenant Ross, while cruising off Mombaza, in the "Gorgon's" pinnace. She was observed running in for Mombaza, and upon being searched she was found fully equipped for the Slave Trade, with a crew of thirteen men, Northern Arabs, but no colours or papers, and after the crew were landed she was destroyed, being found unfit for a voyage to a port of adjudication.

Nos. 13, 14, 15, and 16.—On the 16th September, Lieutenant Ross, while cruising in the pinnace of Her Majesty's ship "Gorgon," off Melinda, stood into that anchorage for water, accompanied by the whale-boat, in command of Sub-Lieutenant Price, when they saw three dhows at anchor in the roadstead and a smaller dhow shoving off from the shore with forty or fifty armed men on board, Northern Arabs, apparently bound to the dhows.

Upon the attempt of the boats to intercept the dhow with the armed men, the Arabs opened fire, and the crew of the other dhows jumped overboard and swam on shore; this fire was returned with musketry and grape and canister from the pinnace's howitzer. After several of the Arabs had been killed and wounded, the remainder escaped to the shore. The dhows were then searched, under a heavy fire from the shore, and captured as follows:—

No. 13, of 192 tons, found deserted and without colours or papers, and fully equipped for the Slave Trade.

No. 14, of 101 tons, found deserted and no colours or papers, and fully equipped for the Slave Trade.

No. 15, of 81 tons, found deserted and without colours or papers, and fully equipped for the Slave Trade.

No. 16, of 51 tons, the same one which had resisted and was afterwards abandoned, was found deserted, with the exception of one negro, who stated that the other three dhows had landed 180 slaves, who were on shore while the vessels were being cleaned and watered, and that when these slaves were reshipped and more obtained, the dhows would proceed on their voyage to the Persian Gulf; and he added, that the dhow which he was in was also destined to carry a cargo of slaves to the Persian Gulf, in company with the others. She had no colours or papers, and was completely fitted for the Slave Trade.

These four were also destroyed as being unseaworthy.

No. 17.—A matapi of 75 tons, captured on 30th September by Mr. Hansan, the boatswain, in command of the pinnace of Her Majesty's ship "Gorgon," while cruising in Manda Bay, in company with the whale-boat and gig, all under the command of Mr. Inglis, master of the "Gorgon."

This vessel was observed coming out of the bay, and after a chase of about twenty minutes (during which an exchange of fire was kept up) she ran on shore in the mangrove bush. Upon being boarded, she was found deserted, with no colours or papers, and cleared of everything. During the chase, a crowd of people were observed on board, more in number than her crew could consist of, whom the captors believed must have been slaves, and who were carried into the bush when the vessel was beached; otherwise there could be no cause to avoid search, the object of the "Gorgon's" boat being well known. She was therefore destroyed.

No. 18.—A dhow of 92 tons, captured on the 3rd October by the gig and whale-boat of the "Gorgon," under command of Mr. Inglis, while lying off Shella Point. When first observed, she was running towards the land, and when it was endeavoured to intercept her, she was run on shore, and the Arab crew were seen with drawn swords driving a crowd of slaves overboard. Upon being boarded, she was found deserted by her crew with no colours or papers, fully equipped for the Slave Trade, and with 44 slaves on board—32 males and 12 females. After she was got off the shore, and brought alongside the "Gorgon," the slaves were removed to the "Gorgon," and the dhow being in a leaky state soon after foundered.

The slaves in these dhows were all conveyed in the "Gorgon" to Seychelles, and handed over to the Civil Commissioner, with the exception of 5 boys, who were brought to Simon's Bay.

With respect to these lads the Court does not appear to have made any order, and it is understood that they remain on board Her Majesty's ship "Gorgon."

No. 24.

Her Majesty's Commissioners to Earl Russell.—(Received October 30.)

(Extract.)

Cape Town, September 18, 1862.

WE have the honour to lay before your Lordship our Report upon the Slave Trade on the East Coast of Africa during the year ending on the 30th instant.

With regard to the Portuguese possessions, we learn that at Ibo slaves are very plentiful and cheap, whence it is inferred that the export has not been very great. The Governor is said to show every disposition to check the trade, and prevent slave-vessels, either European or native, from procuring cargoes: the number of European vessels which have succeeded in doing so during the past year may be taken as not exceeding three, carrying from 1,200 to 1,500 slaves. The last of these appears to have left the coast about July last; and another, which made an attempt towards the end of 1861, failed, but is supposed to have succeeded at some of the ports to the northward.

South of Ibo, the conveyance of slaves in dhows has in a great part, if not entirely, stopped.

From Mozambique itself no slaves are exported, but Mokamba to the south, and Velhaco to the north, about fifteen miles from the seat of Government, are ports at which vessels engaged in the Slave Trade usually procure cargoes, and a few cargoes have been taken thence for the Comoro Islands.

At Angoxa also the trade has lately declined. Towards the end of 1861 about 1,200 to 1,500 slaves were taken off. Of nine dhows employed in these transactions one was captured by Her Majesty's ship "Sidon," and three were destroyed by Her Majesty's ship "Ariel," after they had landed their cargoes, which were disposed of at Majunga and other ports on the north-west coast of Madagascar, where, and at the Comoro Islands, a sure market is always found. This trade is principally carried on to supply the French colonists in Mayotte and Nos Beh, who continue to import negroes from Mohilla and Comoro in vessels which carry a French officer, the negroes being certified to be free men by the Government of the port of shipment. It is said that these certificates cost 5 dollars a piece, and that 30 dollars are paid for each man. It is to be hoped that as the Portuguese have established their sovereignty at Angoxa, as reported by us in our despatch

of the 15th of May last, the Slave Trade may be checked. The loss of life and property amongst the wealthy and influential Arabs at the taking of the town will probably have contributed to that good result as far as regards the town of Angoxa itself.

From Quilimane we hear of no exportation, but three European vessels are reported to have taken cargoes lower down the coast, namely, from near Inhambane two, and from Delagoa Bay, or its vicinity, one.

To the northward again, beyond the Portuguese possessions, the trade has been carried on to a considerable extent by Arab dhows for the supply of the Persian Gulf and the Somali tribes; but the attempts made in September, October, and November 1861, were much impeded by the presence of Her Majesty's ships. Towards the end of November, however, when the south-west monsoon ended, about 300 slaves were carried off, and a few more may have been taken in December, when the cruizers were necessarily absent; but the severe check which had been given to the trade by the energetic action of Her Majesty's ships "Gorgon" and "Ariel," would, it may be hoped, prevent any shipments. Until the monsoon set in again, the trade could not well be carried on north of the line; and since March, when the monsoon commences, many more captures have been made by Her Majesty's ship "Ariel," so that the traders must have suffered considerable loss.

With regard to the dominions of the Sultan, we learn that at Zanzibar twice as many slaves are imported as are required for the service of the inhabitants. This over-importation tends to keep up the trade on the coast, and the evil would be much lessened if His Highness could be induced to prevent the export of slaves from Quiloa and other of his ports, in excess of the demand by his subjects. But even if this were done it would be requisite to watch the entrance to the Persian Gulf, for there are other less known ports on the coast, whence the traders would arrange to ship their cargoes, the profit upon which is too great to be readily abandoned, as will appear from the fact that slaves costing 5 dollars realize from 50 to 100 dollars in the Persian Gulf and on the coast of Arabia.

At the Comoro Islands and at Mohilla slaves are still imported, chiefly from Velhaco, though some are said to have been kidnapped from the neighbourhood of Mozambique. At Johanna it is believed that none have been imported, but from all these places negroes are sent as free men to Mayotte and Nos Beh.

Allusion has been made to the activity of Her Majesty's ships, and this has led to sixty-nine cases having been brought in for adjudication during the year now about to close, some of which were captured prior to the 30th of September, 1861. Eighteen of these have already been condemned in the Vice-Admiralty Court as good prizes to Her Majesty's ship "Lyra," Commander Oldfield; four to Her Majesty's ship "Sidon," Captain Crawford; one to Her Majesty's ship "Penguin," Lieutenant McHardy; and eighteen to Her Majesty's ship "Gorgon," Commander Wilson. These cases we have had the honour to report to your Lordship, and the Court of Vice-Admiralty has now before it for adjudication the cases of twenty-six dhows seized by Her Majesty's ship "Ariel," Commander Oldfield, and one seized by Her Majesty's ship "Narcissus," Captain Bickford, the particulars of which we shall have the honour to lay before your Lordship in another despatch.

One more vessel has been seized by Her Majesty's ship "Penguin," Lieutenant McHardy, but has not yet been brought in for adjudication; and the case of one vessel under the Portuguese flag was brought before the Court of Mixed Commission by Her Majesty's ship "Penguin," and resulted in the captor's failing to obtain condemnation, though there were sufficient grounds to justify her detention.

Of these seventy vessels forty-eight were captured prior to the 30th September, 1861. The captures to which our Report relates amount to twenty-two, of which six had slaves actually on board. The number of slaves captured was 278, but in many cases the slaves were landed from the vessels before the captors could get on board. Of these 278, 217 were landed and restored to freedom, 25 died, and the remainder either escaped or were recovered by their owners.

It is with much regret that we feel called upon again to draw attention to the alleged existence of the Slave Trade in the Transvaal; it is very difficult to procure distinct information on the subject; but a declaration made by a Bushman girl named Leya, who had been twice carried off by Transvaal Boers and sold into slavery, but ultimately escaped into Natal, tends to confirm the reports which occasionally reach us, that the system of procuring slaves by "commandos" against

the natives is still carried on. We have the honour to inclose a copy of the deposition made by Leya; and we beg to add that the subject has not escaped the notice of the High Commissioner, but that the present state of the Government of the Transvaal is such as to prevent action being taken in the matter by his Excellency with any prospect of a good result.

Inclosure in No. 24.

Newspaper Extract.

NATAL.—By the overland post we have Natal news up to June 26. The following remarkable paragraph having reference to the existence of slavery in the Transvaal, is taken from a letter published in the "Natal Mercury":—"Statement made by a refugee Bushman girl, Leya, before C. L. Stretch, Esq., Field-Cornet, Upper Buffalo Ward, Natal: Leya,—I am a Bushman girl (her age is apparently 25 or 26 years). I first lived in Moshesh's country, and the Magaliesberg Boers took me away when I was a young girl. The Boer who took me was Peter Straydom. I ran away from him, and I came again to the Bushman's country. There I took a Bushman for a husband, and lived with him near Vaal River, where I lived three years. The Boers then caught me again, after shooting my husband. I was then taken to Verzemelberg with my child, aged about seven years, by Christian Pretorius, who captured me. They then took my child away from me by force, although he clung to me, and I cried very much, telling me that other persons wanted my child as well as myself, and threatening me that unless I left off crying I should get a bullet through my head. My child was sold, but I do not know who bought him, as I was crying at the time. My child has since been sold to Caspar Badenhorst (brother of the Landdrost). I remember the commando when my husband was shot. There were about fifty Boers engaged, amongst whom were Christian Pretorius (my master), Piet Joubert, and Caspar Badenhorst. These names I know. Piet Joubert said that if we made so much noise he would shoot us all. In that commando five men and three women were shot. They took prisoners all the women and children. It is about a year since I was caught for the second time. Most of the children that were taken from the breast have since died. One of the girls that was shot had a baby at her breast, and the child was taken from her. The girl not being quite dead at the time, the Boer gave her a kick and killed her! The Boers said that we stole cattle, which was not true. The beasts had strayed into Moshesh's country, and have since been restored to the Boers. Shortly after this, my master (Christian Pretorius) went away again on a commando, accompanied with more Boers than on the first commando. On the first occasion only one waggon went, but on the second commando several waggons went. The commando was away about a week. I was not present. I was present when the commando returned. I wished to run away to inform my friends that a commando was coming; but I was locked up and unable to do so. My master brought a young Bushman, and an old Bushman girl. The former was my aunt's son. The woman has since run away. She told me that a number of Bushmen and girls were shot. When my master returned the second time, one whole waggon-load of Bushman children were brought. These I saw. I do not know who has got them, as my master would not allow me to leave the house. A boy (Hottentot) told me that if I got below the Berg I would be on English ground, and that the Boers could not take me back. I was directed to go to the Field-Cornet, where I should be safe. My master, with a number of Boers, having gone on another expedition, to shoot elands they say, I left in the night, with two other girls, one of whom was a slave to my master, and the other in the service of Weenen Pretorius (Christian's father). I received no wages for my labour during the whole time. I was never flogged, and was treated well. The reason I ran away was to try and get my child. All that I have said is true.

"LEYA, her X mark."

No. 25.

Her Majesty's Commissioners to Earl Russell.—(Received October 30.)

My Lord,

Cape Town, September 19, 1862.

WE have the honour to inclose to your Lordship reports of the cases of twenty-three dhows adjudicated in the Vice-Admiralty Court of this Colony on the 18th instant, and condemned as good prizes to Her Majesty's ship "Ariel."

We have, &c.

(Signed)

GEO. FRERE.

FREDERICK R. SURTEES.

Inclosure in No. 25.

Reports of Cases of Twenty-three Dhows condemned in the Vice-Admiralty Court on the 18th September, 1862.

No. 1. A dhow of $76\frac{3}{4}$ tons, captured off Comoro, August 28, 1861.—On the 28th August, 1861, Sub-Lieutenant Clark was cruising in a cutter of the "Ariel" off Comoro, when at 3 P.M. a dhow was seen at anchor off the north-west point of the island. Lieutenant Clark at once bore down to and boarded her. She had a crew of fourteen Arabs, and Arab colours, but no papers of any description. She had a slave-deck constructed of bamboo, and capable of carrying about 70 slaves; three large water-tanks capable of holding about four tons of water, and other slave-fittings. Lieutenant Clark detained the dhow until the 31st August, when the "Ariel" having arrived, Commander Oldfield seized the dhow on the charge of being engaged in the Slave Trade, the crew admitting that they had just run a cargo of slaves. Being unfit for a voyage to a port of adjudication, the dhow was destroyed. She was of 76 tons burden.

No. 2. A dhow of $80\frac{1}{2}$ tons, captured off Mohilla, August 30, 1861.—On the 30th of August, 1861, the "Ariel" was standing to the westward of Mohilla, when shortly after daylight two dhows were observed running along the land to the eastward. Commander Oldfield intercepted them. One being a legal trader was allowed to proceed on her course; the other ran towards the beach and anchored within a couple of hundred yards from the

shore, her crew and a crowd of persons, apparently slaves, abandoning her as the ship's boat approached. She was found to be fully equipped for the Slave Trade, having a slave-deck laid, fit to carry about 90 slaves, which had evidently just been used for that purpose; a large number of coarse slave-mats, twelve feet by four, which had also just been used; two large water-tanks, two casks, and a number of earthenware pots capable of holding from three and a half to four tons of water; a number of earthenware pots for feeding slaves, and a quantity of cocoa nuts and rice for slave food. She had neither papers nor colours. Commander Oldfield seized her on the charge of being engaged in the Slave Trade, and as she was unfit for a voyage to a port of adjudication, destroyed her. She was 55 feet in length and of 80 tons burden.

No. 3. A dhow of 162 tons, captured at Comoro, August 31, 1861.—On the 31st August, 1861, Commander Oldfield, then in command of the "Ariel," off the north-west point of Comoro Island, having received information that a slave dhow had landed a cargo of slaves in a creek to the north-west of the island, dispatched Sub-Lieutenant Fellowes in the gig of the "Ariel" in search of the dhow. At about 6 P.M. Lieutenant Fellowes discovered her in a creek, hauled up on shore within a stockade. She was deserted and dismantled, and without papers and colours. She had a slave-deck partly removed, the crew having evidently been disturbed in the operation of removing it; two large water-tanks, each capable of holding two tons of water; two large pots for cooking food, and a quantity of coarse matting. She was seized, and being stranded and unfit for a voyage to a port of adjudication, burnt. She was 73 feet in length, and of 162 tons burden.

Nos. 4 and 5. A dhow of $40\frac{3}{4}$ tons; a dhow of $117\frac{1}{4}$ tons, captured at Angoxa, September 7, 1861.—On the 7th September, 1861, the boats of the "Ariel," under the command of Captain Oldfield, entered the Angoxa river, and found four dhows at anchor. The local Governor informed Captain Oldfield that two of the dhows he honestly believed to be lawful traders, but that the other two were Soorie Arab slavers, and that Captain Oldfield had his full authority to search them and judge for himself. On the same evening Captain Oldfield boarded the two suspected dhows, and found them fitted for the Slave Trade. Both were deserted and without papers or colours, and both had slave-decks covered with matting, one capable of carrying from 60 to 80 slaves, the other at least 150, with large cooking ranges and water-tanks, and in all respects fully equipped as slavers. Upon the evidence of these fittings, and upon being further informed by the Governor that the dhows had been hired by the Sultan of Angoxa to carry cargoes of slaves, Captain Oldfield seized and destroyed both dhows, they being unfitted for a voyage to a port of adjudication. One was of 40 tons and the other of 117 tons burden.

Nos. 6, 7, and 8. A dhow of $79\frac{5}{4}$ tons, a dhow of $68\frac{5}{4}$ tons, a dhow of $79\frac{5}{4}$ tons, captured in St. Antonio River, September 8, 1861.—On the 8th of September, 1861, the "Ariel" was lying at anchor off Angoxa, when at about 2 P.M. three dhows were observed standing to the southward, whereupon the "Ariel" weighed and bore towards them. The dhows then bore up and ran to the northward, and the "Ariel" made chase. At 5 P.M. the dhows ran into St. Antonio River, whereupon Commander Oldfield dispatched Lieutenant Fairfax in command of the gig and pinnace of the "Ariel" to continue the chase. At about 9 P.M. Lieutenant Fairfax discovered two of the dhows hauled up in a small creek, and boarded them. On searching the first he found her wholly deserted, and without papers or colours. He also found that she was fitted with a slave-deck constructed of rattans, and capable of carrying about 100 slaves. He further perceived that from the human ordure upon it, the deck had evidently just been used for that purpose. There were on board the dhow of number of large coarse slave-mats, and a large water-tank and seven large water-casks, capable of holding altogether upwards of three tons of water. He then seized and destroyed the dhow, she being unsuited for a voyage to a port of adjudication. She measured 50 feet in length, and was 79 tons burden. On boarding the second dhow Lieutenant Fairfax found her also wholly deserted, and without papers or colours. She likewise had a slave-deck constructed of rattans, capable of holding from 80 to 100 slaves, three large water-tanks and two large water-casks, capable of holding altogether from three and a half to four tons of water, a great number of mats, and a large quantity of coarse rice, such as is used for slave food. The dhow was then seized and destroyed, being unfit for a voyage to a port of adjudication. She was 54 feet in length, and of 68 tons burden. Shortly afterwards, in a bend of the river, Lieutenant Fairfax discovered the third dhow. She, too, was deserted and without papers or colours, and was fitted with a rattan slave-deck capable of carrying about 100 slaves, which from the human ordure upon it had evidently been quite recently used for that purpose. Lieutenant Fairfax found a great number of mats which had apparently been recently used by slaves, also a large number of earthenware vessels such as are used in feeding slaves. Lieutenant Fairfax seized and destroyed the dhow, she being unfit for a voyage to a port of adjudication. She was 50 feet in length, and of 79 tons burden.

No. 9. A dhow of $122\frac{2}{4}$ tons, with 82 slaves, captured off Pouna Point, March 2, 1862.—On the 2nd March, 1862, Lieutenant Clark, in command of the "Ariel's" pinnace, cruising off Pouna Point, at about 6 P.M., saw a dhow at anchor near the shore. Having boarded her, Lieutenant Clark found she was regularly fitted for the Slave Trade, and had 82 slaves on board—42 males and 40 females. She had no papers or colours, but had a crew of nine Northern Arabs on board, besides nine other persons, also Northern Arabs, said to be passengers. Lieutenant Clark seized the vessel, and conveyed her to Zanzibar, where he arrived on the 12th March, and landed the crew and passengers of the dhow. On the 3rd March one of the slaves died of dysentery, and at Zanzibar two others contrived to escape. On the 24th March the "Ariel" arrived in Zanzibar harbour, when the slaves, 79 in number, were transhipped to her, and the dhow abandoned to the British Consul, she being unsuited for a voyage to a port of adjudication. The slaves were subsequently landed at Seychelles. The dhow was 62 feet in length, and her burden was 122 tons.

No. 10. A dhow of $130\frac{1}{4}$ tons, captured in Mazinga Harbour, Madagascar, March 14, 1862.—It having been reported to Captain Oldfield that two of the boats of the "Ariel" had chased two dhows into Mazinga Harbour, Madagascar, he stood into that harbour early on the morning of the 14th March, and found several dhows at anchor. Upon boarding one of the dhows he found her deserted, and without papers or colours. She had a slave-deck thirty-three feet long, and was capable of carrying upwards of 200 slaves. From the quantity of human excrement on the slave-deck and in the hold, it was clear the vessel had just landed a large cargo of slaves. She was therefore seized by Captain Oldfield, and being unfit for a voyage to a port of adjudication, was destroyed. She was 64 feet long, 17 feet 6 inches in breadth, and had a poop 21 feet long. She was of 130 tons burden.

No. 11. A dhow of $66\frac{5}{4}$ tons, captured at Pemba Island, March 20, 1862.—On the 20th March, Sub-Lieutenant Clark was cruising in the "Ariel's" pinnace off Pemba Island, when at 7 P.M. a dhow was observed at anchor in Port Chak-Chak. The pinnace stood into the port, and Lieutenant Clark boarded the dhow, which had on board a crew of fifteen persons, Northern Arabs, and 6 slaves, male children, but no papers or colours. Lieutenant Clark seized the dhow, and, it being too dark to prosecute any further search that night, made the pinnace fast to her and remained alongside all night. At daylight on the following morning another dhow was seen sailing up the harbour, whereupon Lieutenant Clark proceeded to examine her, leaving James Blackmore, seaman, the only hand he could spare, in charge of the dhow detained on the previous evening. The

second dhow proved to be a regular trader, whereupon Lieutenant Clark returned to the prize, which he found had been run on shore. Upon boarding her Lieutenant Clark found her deserted by the crew, who had carried away the slaves. Blackmore, the seaman left in charge of her, was mortally wounded by sabre-cuts on the head, and soon afterwards died. The dhow being hard aground Lieutenant Clark set fire to her after first measuring her. She was 53 feet long, 15 feet in the beam, and 18 feet deep, and was 66 tons burthen.

No. 12. A dhow of $180\frac{3}{4}$ tons, captured off Zanzibar, March 24, 1862.—On the 24th March the "Ariel" was at anchor in Zanzibar harbour. At daylight a dhow was observed at the entrance of the harbour standing to the northward. Commander Oldfield intercepted and searched the dhow, being authorized by His Highness the Sultan of Zanzibar to search all suspected vessels leaving his territories. She turned out to be a Somali Arab vessel, equipped for the Slave Trade, with a crew of thirty-five persons. She had a slave-deck and a cargo of 54 slaves on board, 35 males and 19 females. The crew produced a pass from his Highness the Sultan of Zanzibar, which pass Commander Oldfield transmitted to His Highness through the British Consul at Zanzibar. His Highness caused the case to be investigated on the 27th March, and decided that the dhow had no claim to his protection, having been guilty of violating his ordinance expressly prohibiting the Slave Trade and the Treaty with Great Britain, and thereupon adjudged her in open Durbar to be a lawful prize, whereupon Commander Oldfield formally seized her. Her crew were distributed amongst vessels bound out of His Highness's dominions. The dhow being a large and tolerably built ship, was despatched with the negroes to Seychelles, where the slaves were landed with the exception of such as died, and 13 who were subsequently brought to Simon's Town, and delivered to the Curator of Slaves there. The dhow being unfit for a voyage to the Cape was destroyed. She was of 180 tons burthen.

No. 13. A dhow of $42\frac{3}{4}$ tons, captured off Pemba Island, March 30, 1862.—On the 30th of March the "Ariel" was cruising off Pemba Island. At daylight in the morning a dhow was observed under sail under the land, and was intercepted by Sub-Lieutenant Clark in the pinnace of the "Ariel," and boarded. The vessel was a Buddeen dhow, such as is commonly navigated by the Northern Arabs, and had a crew of eight men of that race on board. She had Arab colours flying, and was fitted as a slaver. She had 6 slaves on board, 5 female and 1 male. The crew, on being interrogated, admitted that the vessel was bound to Lamoo to take in a cargo of slaves. Lieutenant Clark thereupon seized the dhow and took her alongside the "Ariel." The crew were examined by Captain Oldfield and Lieutenant-Colonel Pelly, Her Majesty's Consul at Zanzibar, who was on board the "Ariel," when they produced a pass bearing the signature of His Highness the Sultan of Zanzibar, which was represented as having been issued in the year 1861; but upon the Consul examining the pass it proved to be an old one granted to some other vessel in 1857, and the crew having, upon further examination, confessed that they were bound to Lamoo, there to take in slaves, Commander Oldfield seized the dhow. Her crew were landed, and the slaves transferred to the "Ariel," on board of which vessel they were subsequently conveyed to the Seychelles and delivered over to the Acting Civil Commissioner, Captain Cecil Dudgeon. The pass produced by the crew was retained by the Consul for the purpose of being handed over to the Sultan of Zanzibar. The dhow, which measured 45 feet in length, 11 feet in beam, and 8 feet in depth, and was of 42 tons burthen, being unfit for a voyage to the port of adjudication, was destroyed.

No. 14. A dhow of $198\frac{3}{4}$ tons, captured off Brava, April 4, 1862.—On the 4th April, the "Ariel" was cruising off Brava Harbour when at sunrise a large dhow was observed standing to the northward. On the "Ariel" standing towards her she bore up for Brava harbour, followed by the "Ariel." At 7 A.M., the Ariel anchored at the entrance of the harbour, and Captain Oldfield proceeded in the gig, with the whale-boat under the command of Lieutenant Blount in attendance, to search the dhow, which had also anchored. Upon boarding the dhow Captain Oldfield found a crew of fifteen or twenty men, Northern Arabs, but neither papers nor colours. The dhow had a slave-deck with appropriate fittings for carrying upwards of 200 slaves, three large water-tanks holding four tons of water, a quantity of slave-mats, and a large quantity of coarse rice and inferior dates, such as are used for slave food. Captain Oldfield seized the vessel on the charge of being engaged in the Slave Trade. The Arab crew having attempted to rise upon him and his men, were driven into their boat, in which they escaped to the shore, and the dhow being unsuited for a voyage to a port of adjudication was destroyed. She was 75 feet in length, 19 feet in breadth, 12 feet in depth, had a poop 18 feet long, 17 wide, and 5 deep, and was of the burthen of 198 tons.

No. 15. A dhow of from 150 to 175 tons, captured sixteen miles north of Brava, April 4, 1862.—On the same day (4th April), at daylight, a dhow was observed to the north of Brava, rounding to the northward. At 9 A.M., the "Ariel" stood for her, when she immediately bore up for the land, upon which the "Ariel" made chase. At 11 A.M., the dhow anchored on the edge of the surf, about sixteen miles north of Brava, and the "Ariel" at 12-20 anchored about 800 yards off her. It was observed that she was full of slaves, and that the crew with their effects were escaping to the land. Captain Oldfield proceeded with two gigs of the "Ariel" and boarded the dhow, which was thoroughly equipped for the Slave Trade, and had from 80 to 100 slaves on board. When boarded the crew had cut her cables, and she was fast drifting into the surf. Her position rendered it impossible to remove the slaves, one man excepted. The dhow drifted on to the beach, and the boats were in the most imminent peril; that commanded by Captain Oldfield being swamped, and the crew with difficulty saved, while the shore was lined with armed men, who with muskets and spears attacked the boats and such of the slaves as attempted to make for them. Captain Oldfield thereupon declared the dhow seized as a slaver, and she soon afterwards became a total wreck. The slaves escaped to the shore, where they were seized by the armed men, apparently Somali Arabs, and the dhow being deserted, her destruction was completed by shelling her. She appeared to be from 150 to 175 tons burthen.

No. 16. A dhow of $125\frac{3}{4}$ tons, captured six miles north of Brava, April 4, 1862.—While engaged in destroying this dhow above-mentioned, Captain Oldfield observed another dhow standing from the south. When about three miles distant from the "Ariel" she altered her course to the southward. At about 1 P.M., the "Ariel" weighed and made chase. When about six miles north of Brava the chase finding the "Ariel" had got within shot range, anchored about 500 yards off the shore, and her crew, consisting apparently of Northern Arabs, with about 25 or 30 slaves, were distinctly seen to take to their boats, which in three or four trips carried them all to the shore. The dhow was boarded and found to be fitted with a slave platform and other slave-fittings, and being without papers or colours she was seized and destroyed.

No. 17. A dhow of $141\frac{3}{4}$ tons, with 100 slaves, captured at Brava, April 5, 1862.—On the 5th April, the "Ariel" was at anchor in Brava Roads, when, at daylight, four dhows were observed standing to the northward. At 8 A.M., the "Ariel" weighed anchor, and stood in-shore to intercept them. Three of the dhows were found to be lawful traders. The fourth was without colours or papers, had a crew of nine Northern Arabs, and was regularly fitted for the Slave Trade. She had a slave-deck, and had on board 100 negro slaves—eighty-one males and nineteen females. Commander Oldfield seized the dhow, and afterwards destroyed her, she being unfit for a voyage to a port of adjudication. The crew were landed, and the slaves transhipped to the "Ariel," on board of which they were conveyed to Seychelles, where they were landed.

No. 18.—A dhow of 189 $\frac{1}{4}$ tons, captured off Pemba Island, April 21, 1862.—On the 21st April, Lieutenant Fairfax, cruising in the "Ariel's" whaler off the northern point of Pemba, at 5.20 P.M., observed a dhow anchor off Masnea, and boarded her. She had neither papers nor colours, but a crew of thirty Somali Arabs, and four negroes, believed to be slaves, in a state of nudity. She had a slave-deck capable of carrying 250 slaves, water-tanks capable of holding upwards of five tons of water, and a great quantity of matting. Lieutenant Fairfax announced his intention of detaining the dhow, whereupon her crew manifested signs of resistance. The Lieutenant then returned to his boat and fired a couple of rockets at the dhow to enforce submission. The crew of the dhow and the negroes then made their escape to the shore, some by means of the boats, and others by swimming. The dhow was then seized, and, having been damaged by the rockets, destroyed.

No. 19. A dhow of 94 $\frac{1}{4}$ tons, captured off Juba Island, April 22, 1862.—On the 22nd April, Sub-Lieutenant Fellowes cruising off the Juba Islands in the "Ariel's" cutter, about 10.30 A.M. observed a dhow running to the northward, and stood towards her. She instantly made for the shore and the cutter gave chase. After an hour's chase, the dhow was run ashore amidst the breakers on the mainland to the northward of the Juba Islands. The cutter approached within two hundred yards, as near as was safe, and the crew of the dhow were observed to make their escape on shore with about 60 negro slaves. The wreck broke up rapidly, but the coxswain and three men from the cutter swam off to her and measured her. She proved to be of 94 tons burthen.

No. 20. A dhow of 121 $\frac{1}{4}$ tons, captured off Murka Harbour, April 30, 1862.—On the 30th of April, Lieutenant Fairfax, in command of the whale-boat of the "Ariel," lying at anchor in the Murka Harbour, saw a dhow running into the harbour, and proceeded to intercept her. On the boat approaching her the dhow opened a heavy fire, and wounded three of the boat's crew. Lieutenant Fairfax and his men boarded the dhow, upon which her crew jumped overboard and swam ashore. She had neither papers nor colours, and was equipped for the Slave Trade, with a slave-deck and corresponding fittings, and had a cargo of 35 slaves on board, ten males and twenty-five females. The dhow, which had drifted towards the shore during the capture, was anchored, but about 5 P.M. parted, drifted on shore, and became a total wreck, the whole of the slaves escaping, with the exception of one female, who was put on board the "Ariel," and subsequently landed at Seychelles. The dhow was of 121 tons burthen.

No. 21. A dhow of 115 to 140 tons, captured off Madagascar Harbour, May 1.—On the 1st May, 1862, Lieutenant Fellowes, cruising off Madagascar with the "Ariel's" cutter and gig, observed, about 3 P.M., a dhow run into Madagascar harbour, and anchor. Lieutenant Fellowes followed with the boats, and as they approached the dhow, he observed the Arab crew drive sixty or eighty negro slaves overboard into the surf, whence they swam ashore, where they were collected into a gang by a number of armed Arabs, apparently Soories, who kept up a fire on the boats. When the boats neared the dhow, her crew escaped to the shore in their boats, having first cut the cables of the dhow, which drifted on shore and became a wreck. The crew of the gig attempted to board the dhow as she lay on the beach, but the Arabs on shore kept up so hot a fire that it was not deemed prudent to risk the men's lives. The dhow became completely broken up, and was abandoned, after being declared to be seized as a slaver. She was of the Buddeen build, and appeared to be of from 115 tons to 140 tons burthen.

No. 22. A dhow of 49 $\frac{3}{4}$ tons captured near St. Antonio River, July 14, 1862.—On the 14th July, Lieutenant Fairfax was despatched by Commander Oldfield in command of the cutter, whaler, and gig of the "Ariel," to inspect the St. Antonio River. At about 2 P.M. he observed a dhow under sail, which, on seeing the boats, bore up, and ran for the shore, off which she anchored. As the boats approached, a number of people were seen to quit the dhow, some swimming and some in boats, and by the time the boats reached her she was entirely abandoned. She had neither papers nor colours, and was completely equipped for the Slave Trade. She had a slave-deck 25 feet long, fit to carry fifty slaves; two large water-tanks, and one cask, holding together about three tons of water, a quantity of coarse rice, earthenware pots, and wooden dishes on board. She was moreover recognized as a dhow which had been recaptured from Sub-Lieutenant Fellowes off the coast of Madagascar, on the 11th of February, 1862, wounding three of his crew of five men, she having then 30 slaves on board. She was therefore seized, and, being unsuited for a voyage to a port of adjudication, destroyed. She was 48 feet in length, and of 49 tons burthen.

No. 23. A dhow of 68 $\frac{3}{4}$ tons, captured in St. Antonio River, July 14, 1862.—About 3 P.M. on the same day Lieutenant Fairfax observed a dhow in a bend of the river. She had apparently just anchored, her sails being bent and loose, and sixty or eighty people, a large portion of whom Lieutenant Fairfax took to be slaves, were in the act of leaving her, some by swimming, others by boats. Those whom Lieutenant Fairfax took to be slaves, were driven by the Arab crew of the dhow into the bush as they landed. The boats pulled towards the dhow, and Lieutenant Fairfax boarded her. He found her quite deserted. She had neither papers nor colours, and was completely fitted for the Slave Trade. She had a slave-deck capable of carrying 150 slaves; three large water-tanks, capable of holding between four and five tons of water; and a quantity of earthenware pots and wooden dishes. Lieutenant Fairfax seized the dhow as a slaver, and destroyed her, she being unfit for a voyage to a port of adjudication. She was 72 feet in length, and of 168 tons burthen.

* No. 26.

Mr. Layard to Her Majesty's Commissioners.

Gentlemen,

Foreign Office, November 5, 1862.

I AM directed by Earl Russell to acquaint you that the United States' Secretary of State has informed Her Majesty's Chargé d'Affaires at Washington that Mr. Alonzo S. Upham has been appointed to the office of United States' Judge in the Mixed Commission Court established at the Cape of Good Hope, under the provisions of the Treaty concluded on the 7th of April last between Her Majesty and the United States of America for the suppression of the Slave Trade.

Lord Russell has requested Her Majesty's Secretary of State for the Colonies to make known this appointment to the Government of the Cape of Good Hope, and also to give directions that Mr. Upham may be received with the courtesy and attention due to his official position.

I am, &c.

(Signed)

A. H. LAYARD.

No. 27.

Her Majesty's Commissioners to Earl Russell.—(Received November 28.)

My Lord,

Cape Town, September 30, 1862.

WE have honour to lay before your Lordship reports of the cases of three dhows adjudicated this day in the Court of Vice-Admiralty of this Colony, as good prizes to Her Majesty's ship "Ariel."

We have, &c.

(Signed)

GEO. FRERE.

FREDERICK R. SURTEES.

 Inclosure in No. 27.

Report of the Cases of Three Dhows condemned in the Vice-Admiralty Court, on the 30th September, 1862.

No. 1. A dhow of $43\frac{5}{4}$ tons, captured off Quiloa Harbour, October 15, 1862.—On the 15th October, 1861, Lieutenant Blount was cruising in the pinnace of the "Ariel" off Quiloa Harbour, when at 6:30 P.M. he observed a dhow running to the southward, and immediately stood towards her, whereupon she put about and ran before the wind to the southward. He then caused a musket to be fired across her bows, but without effect. The crew of the dhow fired at the boat with shot, which Lieutenant Blount returned. The pinnace then made chase of the dhow, which ran for Quiloa Harbour, where she anchored. At about 9:30 P.M. Lieutenant Blount found and boarded her. The crew were busy removing slave-mats and other effects of a similar character, and as soon as they perceived the pinnace alongside, jumped overboard and swam ashore. On boarding the dhow Lieutenant Blount found neither papers nor colours; but three large water-tanks holding two tons of water, a lot of coarse slave-mats, a great quantity of rattans and bamboos, evidently intended to be used in the construction of a slave-deck, a quantity of sand ordinarily used for slaves to sleep upon, a great quantity of rice and farinha, and a number of muskets and ammunition ready for use. Lieutenant Blount seized the dhow, and on the next morning, having placed a prize crew and a native pilot on board of her, proceeded to sea with the dhow in company, intending to make for Zanzibar, but thirty miles from that place the dhow, without any assignable cause, unless treacherously scuttled by the native pilot, sank, with the loss of two of the prize crew and the pilot himself. The dhow was 44 feet in length, and of 43 tons burthen.

No. 2. A dhow of $107\frac{1}{2}$ tons, captured off Monfia Island, October 18, 1861.—On the 18th October, 1861, Lieutenant Blount, in command of the "Ariel's" pinnace, cruising off Monfia Island, at 9 A.M. observed two miles off a dhow in the act of landing a cargo of negro slaves, on Kisomang Point, Monfia Island. He immediately pulled for the dhow, but before he could get alongside the crew had landed the last slave, and had themselves taken to the shore, where they remained concealed in the bush. The dhow was fitted with a slave-deck capable of carrying 150 slaves, and in all other respects thoroughly equipped for the cargo of slaves which she had just landed, and which, as well as Lieutenant Blount could count them, amounted to not less than eighty. The crew, apparently Soorie Arabs, opened a fire upon the pinnace from their cover, and at one period made an attempt to regain possession of the dhow. A party of sixteen of them came off in a boat, but were repulsed by the fire of Lieutenant Blount's men. Lieutenant Blount seized the dhow, and not being able to spare hands to navigate her, set her on fire. She was 54 feet long and 18 broad, and her burthen was 107 tons.

No. 3. A dhow of $91\frac{3}{4}$ tons, captured at Brava, April 28, 1862.—On the 28th April, Lieutenant Fairfax in the whaler, and Sub-Lieutenant in the pinnace of the "Ariel," were cruising off Brava Harbour, when at about 11 A.M. they saw a dhow in the harbour, which they boarded. She had neither papers nor colours, but a crew of twelve Soorie Arabs, ten of whom made their escape in their boat. She had a slave-deck fit to carry 50 slaves, three large water-tanks, and two very large jars, holding together four and a half tons, and a large quantity of slave-matting covered with human excrement—a proof that she had just landed a cargo of slaves. She was recognized as the vessel which fired on the "Ariel's" boats in Mombas Harbour and made her escape up the river. She was accordingly seized and destroyed. She was of 91 tons burthen.

LOANDA.

No. 28.

Earl Russell to Her Majesty's Commissioners.

Gentlemen,

Foreign Office, January 16, 1862.

I TRANSMIT herewith, for your information, copies of despatches as marked in the margin,* which I have addressed to Her Majesty's Minister at Lisbon, on the subject of the Slave Trade; and with reference to the recent importation, in considerable numbers, of negroes, said to be free, into the Island of St. Thomas, I have to desire that you will use your best endeavours to find out the real condition of these negroes, and if you should ascertain that slaves have been, and are still in the habit of being introduced into this island, under the guise of free labourers, in violation of the Treaty stipulations between this country and Portugal, you will call the attention of the Senior Naval Officer on the station to the fact, with the view to steps being taken to detain the vessels engaged in the transport of these slaves.

I have further to desire that you will acquaint the Portuguese authorities with the nature of the instructions you have received, and that you will warn them of the serious responsibility they will incur if it should be ascertained that the negroes imported into the Island of St. Thomas have been introduced in violation of the Treaty stipulations between the two countries.

I am, &c.
(Signed) RUSSELL.

No. 29.

Her Majesty's Commissioners to Earl Russell.—(Received February 1, 1862.)

My Lord,

Loanda, October 30, 1861.

WITH reference to our despatch of the 28th ultimo, we have now the honour to lay before your Lordship an abstract of the proceedings had before the Tribunal de Prezas, in this city, in the case of the British vessel "*Lord of the Isles*," detained by the Portuguese authorities at Mossamedes on the 24th of January last, on suspicion of being engaged in the Slave Trade.

2. Her Majesty's Commissioner begs your Lordship's indulgence for not having sooner forwarded this Report, the pressure of other business not allowing him opportunity, before the departure of the last packet, for going into the subject with that minuteness and attention which its importance requires.

3. Your Lordship is aware that the case of the "*Lord of the Isles*," which vessel arrived in this port on the 5th February, 1861, had, in the first instance, been brought before the British and Portuguese Mixed Commission Court, under the Treaty of 3rd July, 1842, but that it had subsequently been remitted to the Provincial Government, as not being one which the Mixed Court could entertain, the vessel not having been detained by either a British or Portuguese ship of war. Another circumstance which, in the opinion of the Commissioners, took this case out of the jurisdiction of the Court, was that the "*Lord of the Isles*," when detained, was lying in a Portuguese port, and therefore amenable only to the municipal laws of the country.

4. The first meeting of the Mixed Commission to take this case into consideration was convened on the 2nd March, 1861, but an incident occurred, in consequence of his Excellency the Governor-General, who was acting as Portuguese Commissioner, being absent on an official visit of inspection to the southward, which your Lordship will find explained in the inclosed extract of the Minute of Session of that

* Class B, presented 1862, No. 122; *Ibid.*, 1863, Nos. 168 and 169.

day, and the copies of two letters addressed by Her Majesty's Acting Commissioner to the Secretary.

5. The Court again assembled on the 5th March, and its proceedings on that occasion having been reported to your Lordship in a despatch from Sir Henry Huntley, dated 8th March, 1861, it is now only necessary for us to bring to your Lordship's notice the particulars respecting the adjudication of the "*Lord of the Isles*" as they appear in the records of the "Tribunal de Prezas," access to which has been obligingly allowed us by the President of that Court.

6. From the ample details contained in the documents relating to this subject (translations of the most important of which we have embodied in the summary which forms Inclosure No. 17 to this despatch), your Lordship will be at no loss to comprehend the merits of the case. The quantity of water found on board of the "*Lord of the Isles*" when visited by the Portuguese authorities at Mossamedes was, no doubt, in excess for the number of persons she had on board when she arrived in that port, and, coupled with the fact of her being also provided with a number of casks of different sizes without the Custom-house certificate required by the 6th section of Article IX of the Treaty of the 3rd July, 1842, was considered to form a *prima facie* case of unlawful equipment against her. Looking, however, to the facts as they are established in the evidence we have recapitulated in the inclosed abstract of the case, it appears that, so far from their having seen any other ground for the detention of the "*Lord of the Isles*," she was not even accused of having on board any other article prohibited by the Treaty; on the contrary, it is seen that the fitting and equipment of the vessel, in every other particular, incontestably proved the innocent nature of the commerce in which she was engaged, and bearing in mind the fact that the "*Lord of the Isles*" was, moreover, furnished with a document tending to prove this, signed by His Most Faithful Majesty's Consul at the port from which she cleared outwards, we are of opinion that such a combination of circumstances might have justified the adoption of more lenient measures on the part of the Portuguese authorities in this particular instance. It is difficult, indeed, to imagine how any person acting in the spirit of the Treaty of 1842, and desirous only of carrying out the objects of that Treaty, as expressly declared in the Additional Article thereto, could have really supposed that this vessel was destined to be employed in the proscribed Traffic in Slaves.

7. Nor can the case of the British vessel "*Lady Sale*," which was seized by a Portuguese ship of war and condemned in this Commission in its earlier sittings in 1845, be adverted to as a case relevant to this of the "*Lord of the Isles*." Whatever relevancy there may be in any other point, there is at least a clear distinction in the first, and most material, point, viz., that the "*Lady Sale*" was furnished with a Custom-house certificate to the effect that bond had been given by her owners for the lawful employment of the casks on board her; whereas the owner of the "*Lord of the Isles*" had neglected to observe that formality. And they also differ in the further material point, that, although both vessels were undoubtedly engaged in lawful trade, in the case of the "*Lady Sale*" much suspicion was raised by the Portuguese captors in consequence of various other peculiarities in her outfit, besides the quantity of water and casks on board; but in that of the "*Lord of the Isles*" no other ground whatever is alleged to warrant the construction put upon the character of the ship except those already mentioned. It was a voluntary and reprehensible fault on the part of the master of the "*Lady Sale*" in filling up with fresh water, in the River Congo, casks intended only to receive palm oil, which led the captor into error, and, taken in combination with various other circumstances, was considered by the Portuguese Commissioners sufficient to justify a sentence of confiscation; but in regard to the "*Lord of the Isles*," it was the neglect of the owner in not giving security that the casks should be used only for purposes of lawful commerce, according to the requirements of the Treaty, which led to her detention, although all the other circumstances in her case were certainly of an extenuating nature, and afforded, indeed, the strongest evidence of the legitimate course of trade in which she was engaged.

8. The restoration of the "*Lord of the Isles*" was the inevitable result of her trial before the Tribunal de Prezas, but she was declared to have no right to compensation on account of any losses, damages, or expenses arising out of the detention.

9. We have thought it right to make the inclosed abstract more comprehensive than is usual, in order to furnish the means for any explanations which may become necessary; and we have been somewhat minute in detailing the proceedings of the

Tribunal de Prezas, as they successively occurred, in order that the whole of the facts relating to the detention and adjudication of the "*Lord of the Isles*" may, at one view, be presented to your Lordship's notice.

We have, &c.
(Signed) EDMUND GABRIEL,
H. V. HUNTLEY.

Inclosure 1 in No. 29.

The Governor of Mossamedes to the Governor-General of Angola.

(Translation.)
Excellent Sir,

Government of Mossamedes, January 25, 1861.

I HAVE to acquaint your Excellency that on the 21st instant the English brig "*Lord of the Isles*" anchored in this port outside of the anchorage appointed for merchant-ships, with the intention of remaining there "in franquia;" but not having asked it within the prescribed time, the Custom-house refused it, and directed her to make entry, which she did.

The chief guard being but little experienced in the service of the Custom-house, and still less in his duties respecting the execution of the Decree of the 10th of December, 1836, merely drew up the Report of Entry, of which Inclosure No. 2 is a copy, without proceeding to search the ship; but as I saw by this Report that she had made a long voyage from the Cape of Good Hope in ballast; and this, coupled with the different statement in the "Port Register," Inclosure No. 3, giving cause to suspect her, as the commander of the schooner "*Cabo Verde*" had informed me, I therefore addressed a letter to that officer, Inclosure No. 4; and he having proceeded to examine the brig, reported to me the result, as appears in Inclosure No. 6.

The suspicions respecting the "*Lord of the Isles*" being thus confirmed, I ordered the Custom-house to proceed to a minute search, which having been made this day, she was found to have contravened the provisions of the above-mentioned Decree of the 10th of December, 1836, as is seen by the copies of letters from the Administrator of Customs, Inclosures 7 and 8, as well as by the declaration of the Commander of the Portuguese schooner of war, Lieutenant F. A. da Silva, Inclosure No. 9.

The Captain stated that he had left in Great Fish Bay a number of Englishmen employed in fishing; and as they had to remain for four or five months, therefore he had on board such a quantity of water. I consequently sent the transport "*Rodvalho*" to that place to inquire into this, giving her the orders shown in Inclosures Nos. 10, 11, and 12.

Under the circumstances now stated, I consider it my duty to send this vessel to your Excellency to be tried according to law, inasmuch as I cannot attend to the reasons and excuses offered by the Captain, but must be guided by the letter of the Decree. I therefore deliver the ship into the charge of the Commander of the schooner "*Cabo Verde*," to be sent to Loanda forthwith.

Inclosed I send the passport, manifest, and crew-list of the "*Lord of the Isles*," the only papers which were delivered to the Custom-house and to the Captain of the port.

God preserve, &c.

(Signed)

ANTONIO JOAQUIM DE CASTRO.

Inclosure 2 in No. 29.

Registry of Entry of the "Lord of the Isles" in the Port of Mozambique.

(Translation.)

Nation and rig	..	..	..	..	..	English brig.
Name of the ship	..	..	..	..	..	" <i>Lord of the Isles</i> ."
Tons	..	..	..	..	..	146.
Captain	..	..	..	..	..	John McKenzie.
Crew	..	..	..	..	..	11
Guns	..	..	..	..	..	—
Where from	..	..	..	..	..	Table Bay.
Number of days out	..	..	..	..	..	8.
Cargo	..	..	..	..	..	Ballast.

(Signed)

CARLOS PRAYCE,

First Lieutenant and Captain of the Port.

Mossamedes, January 21, 1861.

Inclosure 3 in No. 29.

Custom-house Report of Entry of "Lord of the Isles" at Mossamedes.

(Translation.)

Custom-house, Mossamedes.

Report of Entry, made at 4 P.M. on the 21st January, 1861.

Nation and rig	..	..	..	..	..	English brig.
Name of ship	..	..	..	..	..	" <i>Lord of the Isles</i> ."
Name of captain	..	..	..	..	..	John McKenzie.
Tons	..	..	..	..	..	146.
Crew	..	..	..	..	..	11.
Where from	..	..	..	..	..	Cape of Good Hope.
Cargo	..	..	..	..	..	Ballast.
Number of days out	..	..	..	..	..	60.

Inclosure 4 in No. 29.

The Governor of Mossamedes to the Commander of the Portuguese schooner "Cabo Verde."

(Translation.)

Sir,

Government of Mossamedes, January 22, 1861.

I HAVE to acknowledge the receipt of your confidential letter dated this day, informing me of the suspicions you entertain that the English brig "*Lord of the Isles*" is destined to be employed in the Slave Trade.

In reply, I have to state that I concur with you respecting the suspicions attached to that vessel. Her long voyage from Table Bay in ballast and her not alleging any stronger motive for entering this port, must induce us to believe that there is something which it is desired to conceal in respect to this voyage.

I have much confidence in the honour of the Custom-house employés, but their vigilance may be eluded, as they have no knowledge of the places on board a ship in which it is possible to conceal those articles employed in carrying negroes, which are enumerated in Article IX of the Treaty of July 3, 1842.

As you fortunately happen to be in this port, I hereby authorize you to proceed to search the "*Lord of the Isles*" with all necessary formality, informing me of the result, in order that I may either proceed according to law or not, if such suspicions should prove to be unfounded.

God preserve, &c.

(Signed)

ANTONIO JOAQUIM DE CASTRO, *Governor.*

Inclosure 5 in No. 29.

The Commander of the Portuguese schooner "Cabo Verde" to the Governor of Mossamedes.

(Translation.)

Sir,

"Cabo Verde," Mossamedes, January 22, 1861.

THE English brig "*Lord of the Isles*" has just anchored in this port, alleging that she comes from Table Bay with two months' voyage.

The equipment of this ship tends to corroborate the suspicions arising from the improbable and contradictory statements made by the captain relative to his object in visiting this coast. I hasten, therefore, to communicate this to you, in order that you may, should you deem it advisable, call the particular attention of the proper authorities to this ship.

My mission as a cruiser on this coast, and the special Treaty with England, would authorize me in proceeding to an examination of the suspicious equipment on board this vessel, were she not under the vigilance and responsibility of the local authorities here.

God preserve, &c.

(Signed)

FRANCISCO D'ASSIZ DE SILVA.

Inclosure 6 in No. 29.

The Commander of the Portuguese schooner "Cabo Verde" to the Governor of Mossamedes.

(Translation.)

Sir,

"Cabo Verde," Mossamedes, January 23, 1861.

IN conformity with your request, I proceeded to search the English brig "*Lord of the Isles*," at anchor in this bay, in order to ascertain whether she had on board any of the articles of equipment mentioned in the Decree of the 10th December, 1836, and Treaty of 3rd July, 1842, which might confirm the suspicions entertained of her being employed in the Traffic in Slaves, and, as the result of this search, I beg to inform you that, at the outset, I found one of the most condemnatory articles of equipment on board this ship, that is, a quantity of water in vessels of different sizes, which I estimate at not less than forty pipes, besides some empty casks; no documents being presented from the Custom-house at the port of her departure to prove the lawful purposes for which this large quantity of water was required. She has on board, also, a great number of sacks of salt which do not appear in the manifest, that document only specifying a small quantity of provisions, which I also found on board.

The search was not so minute but that there may yet exist on board of the "*Lord of the Isles*" other articles of equipment which would condemn her, but in consequence of the difficulty of removing the cargo of salt, and raising the great number of casks filled with water. After the discovery, however, of the existence of such a great excess of water, it will now be the duty of the Custom-house to proceed to a further investigation, having particularly in view the Decree of the 10th of December, 1836, and ascertaining whether amongst the papers of the ship now lodged in that Department, there is any official declaration respecting the casks and water.

Finally, I have to inform you that the captain explained this contravention of the provisions of the above-cited Treaty, by alleging that he was not aware thereof, and declaring that he had to supply a company of fishermen established in Great Fish Bay, where, he said, no water could be found, adding that the salt was for the use of the said Company.

God preserve, &c.

(Signed)

FRANCISCO D'ASSIZ DE SILVA.

Inclosure 7 in No. 29.

The Administrator of the Customs to the Governor of Mossamedes.

(Translation.)

Sir,

Custom-house, Mossamedes, January 25, 1861.

IN compliance with your order, I went yesterday to search the English brig "*Lord of the Isles*," suspected of being destined for the Traffic in Slaves, which it was my intention to have done on the occasion of her departure.

By the inclosed copy of a Minute which I ordered to be drawn up, you will perceive that sufficient equipment having been found on board this vessel, she has been seized, and is now placed at your disposal, her hatches and all means of communication with the hold being sealed before I left her.

Inclosed you will find a copy of a Declaration made by the Commander of the schooner "Cabo Verde," who assisted at the said search, as well as all the papers belonging to the "Lord of the Isles" which have been delivered to this Department.

God preserve, &c.

(Signed) FERNANDO JOSE GUIMARAENS, *Administrator.*

Inclosure 8 in No. 29.

Minute of Search.

(Translation.)

ON the 24th January, 1861, there was visited the English brig "*Lord of the Isles*," in consequence of the suspicions attached to her, there being present the Administrator of the Customs, with the Treasurer and Searcher, the Captain of the Caçadores, Gomes d'Almeida, and the agent of the "União Mercantil" Steam Packet Company, Gil Thomaz dos Santos, with me, the Acting Clerk of the Customs. The hatches of the said vessel were opened in order to ascertain whether there was any article of slave equipment on board of her.

In the square of the hatch there were found a great number of sacks of salt, supposed to be about 500, of 3 or 4 casonges each. This salt having been removed, there was found also a number of casks of different sizes with drinkable water, presumed to be equal to about 45 pipes.

There was found also amongst the salt and casks a great quantity of firewood, none of the foregoing articles being duly manifested.

In conformity, therefore, with the Decree of the 10th December, 1836, the Custom-house of Mossamedes is of opinion that there are sufficient grounds to suspect that the English brig "*Lord of the Isles*" is destined to be employed in the Traffic in Slaves, and considering her seized, places her at the disposal of the Governor of the district.

And that it may so appear the Administrator ordered that the present Minute should be drawn up and signed by all present, together with the Captain and Mate.

(Signed)

F. J. C. GUIMARAENS, *Administrator.*

AUGUSTO T. DOS SANTOS, *Treasurer and Searcher...*

Witnesses :

(Signed)

M. G. D'ALMEIDA.

GIL THOMAZ DOS SANTOS.

JOHN Mc KENZIE, *Captain.*

E. K. EERSLAN, *Mate.*

Inclosure 9 in No. 29.

Declaration of the Commander of the Portuguese schooner "Cabo Verde."

(Translation.)

I HEREBY declare that on the 24th January, 1861, having gone on board the English brig "*Lord of the Isles*," at the request of the Custom-house to assist at the search of the said vessel, with a view of discovering equipment which might confirm the suspicions entertained that she is destined for the Traffic in Slaves: the following articles were found, which, by the laws, and by the special Treaty with Great Britain, would authorize the capture of any ship as engaged in the Slave Trade:—

1. A large quantity of water, which I found, by tasting it, to be drinkable, and contained in casks of different sizes, but which certainly exceeds 40 pipes.

2. A number of water-casks containing stones.

Beyond these articles, which are expressly declared in the Decree of the 10th December, 1836, and the Treaty of the 3rd July, 1842, to constitute condemnatory equipment, she has also a large quantity of firewood, and more than 400 sacks of salt, without any document whatever to justify their being on board, inasmuch as she has no manifest.

For all these infractions of the laws, the "*Lord of the Isles*" would be captured by me as a cruizer if I met her outside this port.

(Signed)

FRANCISCO D'ASSIS DE SIEVA,

Lieutenant Commanding schooner "Cabo Verde."

Inclosure 10 in No. 29.

The Secretary to the Government of Mossamedes to the Commander of the "Cabo Verde."

(Translation.)

Sir,

Secretary of Government, Mossamedes, January 22, 1861.

THE Governor commands me to inform you that he has just learned from the Administrator of the Customs, and through the Captain of the "*Lord of the Isles*," that Great Fish Bay is occupied by the English, and that bay being in latitude about 16° 25' south, is, therefore, within our limits, which extend to 18° south of the equator.

In view, therefore, of the Treaties of 1810, 1815, and 1817, this occupation can only be by a party of fishermen, or some others who have gone there to speculate. Be this as it may, it cannot be lawful, because it cannot be done without the authority of the Government.

You being here, the Governor considers that you should proceed on the national service to that place, and ascertain whether this occupation has a tangible character, or consists merely in some men taking shelter there for a certain purpose; warning, however, the chief of them, that they cannot remain there without previously asking permission, inasmuch as the territory belongs to the Crown of Portugal; and should they insist in giving this occupation a legitimate character, you will protest against the infraction of the said Treaties practised by these people, bearing in mind that should it prove to be a factory for the Traffic in Slaves, it ought to be completely extinguished.

God preserve, &c.

(Signed)

HONORATO J. DE MENDONCA.

Inclosure 11 in No. 29.

The Secretary to the Government of Mossamedes to the Commander of the transport "Rodovalho."

(Translation.)

Sir,

Office of the Secretary to Government, Mossamedes, January 24, 1861.

I AM directed by the Governor to transmit, for your information, the inclosed copy of a despatch which was addressed, on the 22nd instant, to the Commander of the Portuguese schooner "Cabo Verde," in this port.

That schooner having to accompany the English brig "*Lord of the Isles*" to Loanda, her commander cannot, therefore, proceed on the duty referred to. You are, therefore, requested, in the interests of the national service on so important a matter, to proceed to Great Fish Bay, as pointed out in the inclosed despatch.

I am to add, that the Governor confides in your zeal and devotion in carrying out this important mission.

God preserve, &c.

(Signed) H. J. DE MENDONCA, *Secretary.*

Inclosure 12 in No. 29.

The Secretary to the Government of Mossamedes to the Commander of the transport "Rodovalho."

(Translation.)

Sir,

Office of the Secretary to Government, Mossamedes, January 25, 1861.

ADVERTING to my despatch of yesterday's date, the Governor commands me to say to you that the captain of the English brig "*Lord of the Isles*" states that the people who are in Great Fish Bay belong to that vessel, and that they are waiting for him to take a supply of water to that place.

You will, therefore, inform them that the "*Lord of the Isles*" having been seized on suspicion of being engaged in the Slave Trade, and being about to be sent to Loanda, they cannot, therefore, expect that she will take them any assistance; and you will, consequently, afford them a passage to this place on board the vessel under your command, in order that they may follow their ship to her destination.

God preserve, &c.

(Signed) H. J. DE MENDONCA.

Inclosure 13 in No. 29.

The Governor of Mossamedes to the Governor-General of the Province of Angola.

(Translation.)

Excellent Sir,

Government of Mossamedes, January 25, 1861.

ADVERTING to my despatch of this day's date, I have to inform your Excellency that the captain of the English brig "*Lord of the Isles*" presented a letter, which he stated to be from the Portuguese Consul at the Cape of Good Hope, recommending him to the Portuguese authorities on this coast.

In the first place, I do not recognize the signature of the Consul, nor has the document referred to any official character, because it has not even the seal of the Consulate; and secondly, the "*Lord of the Isles*" having a suspicious equipment on board, this letter can in no degree destroy the same.

God preserve, &c.

(Signed) ANTONIO JOAQUIM DE CASTRO.

Inclosure 14 in No. 29.

Extract of the Minute of Session of the Mixed Commission on the 2nd March, 1861.

(Translation.)

PRESENT Doctor Luis Jozé Mendes Affonso, President of the *Relação* of Loanda, acting as Commissioner on the part of His Most Faithful Majesty, in virtue of the Treaty of July 3, 1842, in consequence of the legal impediment of the Governor-General of the Province, absent on public service to the south, at Benguela and Mossamedes, as appears by a public announcement in the "*Official Boletim*" of the 23rd February; and also by a despatch dated the same day, and requiring him, the said President of the *Relação*, to act as substitute for the Governor-General in this Commission; there being also present Albert Schut, sworn Interpreter to the Court, Germano Pereira do Valle, the Advocate of the claimants of the English brig "*Lord of the Isles*," together with the captain, mate, and boatswain of the said brig.

The Arbitrator acting as Commissioner on the part of Her Britannic Majesty not appearing at the hour appointed, the Secretary was ordered to inform him that the Court was waiting, and one hour afterwards a communication was received from Sir Henry Huntley, the said Acting Commissioner, which is hereunto annexed in English, with an authentic translation in Portuguese, in which he says that he does not consider the temporary absence of the Portuguese Commissioner (the Governor-General) as a vacancy, inasmuch as his Excellency is within the limits of the Province, and he (the Acting British Commissioner) is, therefore, under the necessity of not appearing at this Session.

The Acting Portuguese Commissioner then said:—1st. That Article X of Annex B to the Treaty of July 3, 1842, is very clear, where the following words are used:—"death, illness, absence on leave, or any other legal impediment."

2nd. That the Acting British Commissioner was perfectly aware, by the "*Official Boletim*," of the Governor-General's absence from this city on public service, and that his Excellency was, therefore, legally impeded from acting in this Court—for such impediment, indeed, might proceed from illness, even although communicated to the Court but a short time before its meeting.

3rd. That the said Acting British Commissioner is, therefore, responsible for all consequences which may arise from the non-fulfilment of Article 3 of Annex B, seeing that by his refusal to appear—as manifest as it is illegal—he prevents the Court from proceeding with the case now before it; therefore an authentic copy of this Act ought to be immediately transmitted to the said Acting British Commissioner, with a request that he will

acknowledge its receipt, his reply being attached hereunto, in order that this Minute may serve as a protest, which it now is, for all losses and damages arising from the non-appearance of the said Acting Commissioner at this Session.

The claimants' advocate then requested it might be recorded that in the name and on behalf of his clients he likewise protested for all losses and damages which might be caused to the brig "*Lord of the Isles*," against Sir Henry Huntley, Commissioner on the part of Her Britannic Majesty, for obstructing, by his absence, the regular course of proceedings in this case.

(Signed)

LUIS JOSE MENDES AFFONSO, *Acting Portuguese Commissioner.*

ALBERT SCHUT, *Interpreter.*

GERMANO PEREIRA DO VALLE, *Claimant's Advocate.*

ANTONIO U. P. DE CASTRO, *Acting Secretary.*

Inclosure 15 in No. 29.

Her Majesty's Acting Commissioner to the Secretary of the Mixed Commission.

Sir,

Loanda, March 2, 1861.

WITHIN this last hour I have been informed that the Court of Mixed Commissions will assemble this day at noon for the purpose of transacting business.

As I believe his Excellency the Governor-General has not returned from his tour in the province, I do not see how the Court can legally assemble under the provisions of Article X, Annex B, of the Treaty of July 3, 1842, as I do not consider the temporary absence of the Commissioner to establish the vacancy in the office, the Commissioner being actually in the Province.

With every respect and deference to those opinions which may differ from my own on this occasion, I must therefore decline giving my attendance in this instance.

I have, &c.

(Signed) H. V. HUNTLEY.

Inclosure 16 in No. 29.

Her Majesty's Acting Commissioner to the Secretary of the Mixed Commission.

Illustrious Sir,

Loanda, March 2, 1861.

SENHOR VALLE having pointed out to me a passage in the Slave Treaty of the 3rd July, 1842, between England and Portugal which provides for the place of the Commissioner being filled when by "any legal impediment" that officer shall be prevented from attending, I beg you will inform the Judge of the Court of Relação that in consequence I regret the delay I caused inadvertently to-day in the proceedings of the Court, and that I shall be ready to act with him in the Court of Mixed Commissions on Monday, or such other day as may be suitable.

My error arose from the words "any legal impediment" appearing in the Preamble of Article X of Annex B of the Treaty I had before me, and not in the body of the 3rd clause, or elsewhere in that Treaty.

I am, &c.

(Signed) H. V. HUNTLEY.

Inclosure 17 in No. 29.

Abstract of the Proceedings had before the Tribunal de Prezas at Loanda in the case of the British vessel "Lord of the Isles."

THE first point which the Tribunal was called upon to decide in the present case was, its competency to take cognizance thereof.

It was urged in argument by the Advocate of the Crown, who appeared on behalf of the captors, that this case fell within the jurisdiction of the British and Portuguese Mixed Commission, under the Treaty of 3rd July, 1842; and that gentleman pressed this view of the matter in the following terms:

"The IVth Article of the Treaty says that within the ports of one of the High Contracting Parties, no ship belonging to the other can be detained, unless assistance be requested in writing on the part of the authorities of the country, and that those authorities are not allowed the right of seizure, but only to take efficacious measures of precaution.

"The latter part of this Article can only be understood as explanatory of what goes before, that is to say, that the last of the measures which the authorities of the country are to employ is that of asking for the assistance of a cruiser, and that they can never of themselves detain a ship, inasmuch as the Article referred to only confers on them the right of preventing any ship belonging to the other nation from violating the dispositions of the Treaty.

"From this it must be inferred that the fiscal authorities of a country can never be considered as captors, and when, at their request, a cruiser interferes, her Commander must on his own responsibility effect the detention of the ship. Article V of the Treaty removes all doubt on this point, and shows that ships detained in the manner described have a right to receive compensation for damages within the period of one year, reckoned from the day on which the Mixed Commission pronounces sentence. This Article clearly refers to the hypothesis preceding it, which renders liable for such compensation the nation whose cruiser shall have been guilty of the illegal detention. From all this, two conclusions must be drawn:

"1. That the detention can never be made except by a cruiser at the request of the authorities on shore, who are not allowed to take any other measures to prevent the violation of the stipulations of the Treaty, except that of calling for the assistance of a cruiser; and

"2. That it appertains to the Mixed Commission to take cognizance of the cases of detention of this nature, as is clearly laid down in the Article referred to.

"He, therefore, requested that the Tribunal, in view of the special law cited, would pronounce itself incompetent to proceed to judgment in the present case."

These arguments were not deemed conclusive by the Court, which, on the contrary, took an entirely different view of the matter, and on the 15th March, 1861, pronounced its opinion thereon, of which the following is a translation:—

"The Tribunal does not confirm the arguments of the Advocate of the Crown regarding its incompetency to take cognizance of the case of the '*Lord of the Isles*,' inasmuch as the Treaty of the 3rd July, 1842, prohibited the cruisers from visiting or detaining any ship within the ports, or within cannon-shot of the batteries on shore, unless on a written demand for co-operation on the part of the authorities of the country; and it is clear, that if the authorities on shore did not ask for this co-operation, or did not wish to ask for it, or if there should not be within or near the port any cruiser from which such co-operation could be asked, it is the duty of those authorities to cause the vessel to be visited, and to be detained in the event of there being found on board of her any articles of equipment for Slave Trade; and the detention being made by the authorities of the country, in the manner described (that is, the ship being at anchor within the port), it is evident that such a prize cannot, and ought not, to be adjudged by the Mixed Commission, in view of Article III of Annex B, which says—

"The Mixed Commissions are to decide upon the legality of the detention of such vessels as the cruisers of either nation shall, in pursuance of the said Treaty, detain."

"This vessel, however, as is proved by the '*autos*,' was not detained by a cruiser, but by the authorities on shore, nor in conformity with the above-cited Treaty, but in accordance with the Decree of the 10th December, 1836, a special law to which all ships, whether national or foreign, are subject whilst at anchor within the ports, or within cannon-shot of the batteries on shore, a limit over which all nations possess jurisdiction, and which the aforesaid Treaty expressly recognizes.

"Consequently, this vessel does not come within the application of the dispositions of the Treaty, not having been detained in virtue thereof; but the case comes within the jurisdiction of the Tribunal de Prezas, created by the Decree of the 14th September, 1844, to adjudge the prizes made at sea in conformity with the aforesaid Decree of the 10th December, 1836, and not included in the Treaty referred to, whether such prizes may be captured under the national or foreign flags, as is expressly laid down in the 1st Article of the said Decree of 14th September, 1844.

"The Tribunal is, therefore, of opinion that the arguments of the Advocate of the Crown upon this point cannot be admitted, and considering itself competent to decide upon the detention of this ship, it orders that the proceedings may be continued, and that to-morrow, at 6 o'clock in the morning, the survey, which was postponed from yesterday, shall be held, the necessary notice being given to this effect."

On the 16th March, the members of the Tribunal de Prezas repaired on board the "*Lord of the Isles*," to hold a survey on her, and from the Minute drawn up on that occasion, it appears that "about 500 sacks of salt were found on board of her, containing probably 2,000 alqueiras."

The claimant's Advocate, Senhor Germano Pereira do Valle, then presented a petition, praying that seven points, therein specified, might be submitted for the report of Arbitrators.

This petition was ordered to be filed, and the points submitted therein, together with the replies of the officers appointed by the Court, were as follows:—

1. The number of casks of drinkable water which may be found on board the brig "*Lord of the Isles*."

A. Thirty-nine pipes and three barrels: of these pipes some are smaller than those used for wine and rum, and others much larger.

2. The number of gallons of water which these casks are capable of containing, and if the quantity of water found on board, allowing for the wastage which always occurs, exceeds what might be requisite for the crew and live stock, during the stay of this ship on the coast, fishing, at least eighty days; for her return to the Cape of Good Hope, thirty days; and to leave seventeen fishermen on shore in a desert, Great Fish Bay, where there is no drinkable water, or supplies of any kind, to be had, allowing for these seventeen men sufficient water for drinking, cooking, washing, and other requisites, for five months, at least.

A. The water which the above-mentioned casks could receive is about 1,257 almudes, but we find few of them filled up, and some even empty, this being fully explained by the fact that casks always lose by leakage a portion of the liquid which they contain; and the consumption of water by the crew during the voyage must also be taken into consideration. Supposing all the casks to be full, and the ship having a crew of eleven persons, as appears by the crew-list, she had on board water sufficient for twenty months.

3. If the vessel has on board any other casks besides those which contain drinkable water, stating their capacity and contents, and if any, or all of them, are suitable or not for receiving oil, and salt or dried fish.

A. There are a few barrels, with salt meat and fish.

4. That the divisions, bulkheads, and sleeping-places on board the "*Lord of the Isles*," whether in the hold, on deck, or elsewhere, may be examined, and whether any of them, and which, are such as are found on board vessels fitted for slaves.

A. This ship has no divisions or bulkheads other than those which are requisite for, and usually found on board of, vessels employed in licit commerce.

5. That an examination may also be made of the utensils and gear for fishing, or of any other articles brought by the transport "*Rodvalho*" from Great Fish Bay.

A. The commander of the "*Rodvalho*" can alone reply to this.

6. That the surveyors may declare whether they find on board any planks, beams, or other articles of equipment specified in Article IX of the Treaty of 3rd July, 1842.

A. Beyond the water and casks already referred to, there are no other articles of equipment mentioned in the Treaty, except they be concealed under the water-casks, which have not been unstowed. But this does not appear probable, because through the interstices nothing could be seen but stone ballast.

7. And finally, that the commander of the aforesaid transport "*Rodvalho*" may declare, under oath, whether he found the seventeen men which he brought to this port from Great Fish Bay, to which place he went to receive them by order of the superior authority, employed in any other occupation than that of fishing and procuring oil.

On the 19th March, the Court met to proceed to the examination of witnesses, and there being present Mr. Albert Schut, as sworn interpreter, Captain McKenzie, of the "*Lord of the Isles*," was called and deposed as follows:—

"That the vessel under his command was prepared and fitted out at the Cape of Good Hope for a fishing voyage on the coast to the north of that Colony near Ichaboe.

"From this latter place she proceeded to Great Fish Bay, where he was informed that there was an abundance of fish, and afterwards he went to land provisions for the supply of a guano factory belonging to the same owner.

"That he went to Mossamedes to receive water, the quantity which he had brought with him being insufficient for the crew, and for the persons employed in the fishery at Great Fish Bay. That he had been informed that water might be obtained at that place when required for the continuation of a fishing voyage; but that being afterwards told there was great difficulty in getting it, as it had to be carried two miles by land, he determined on not taking any.

"On being interrogated as to the manner in which he entered the port of Mossamedes, he declared that whilst the ship was yet under sail, the Portuguese pilot came on board, and he delivered up to him the command of the vessel, which was conducted to the anchorage on the 21st January last. That he was visited the same day by the Custom-house, and by the Lieutenant of the Portuguese schooner of war 'Cabo Verde,' who, on the 24th January, after having searched the ship, caused the hatches to be closed.

"On being interrogated as to the absence of any manifest for the great number of casks found on board, he replied that the owner of the '*Lord of the Isles*' has many other vessels employed in different parts of the world, and that their water-casks are never manifested, and he was even ignorant that there was any Treaty which rendered this obligatory.

"On being interrogated respecting the number of persons which he had on board, he replied that over and above the number mentioned in his crew list the ship had on board when she left the Cape thirteen men who had entered into a contract for the purpose of fishing, and that four negroes were afterwards engaged at Ichaboe for the same purpose, the whole number on board for whose consumption water was required being, therefore, twenty-eight.

"He deposed further, that the owner of the ship is the same mentioned in the register, and is established in business at the Cape of Good Hope.

"That he, the deponent, has already commanded an English steamer, and been five years Captain of ships, but that he never had any knowledge of the Treaty of the 3rd July, 1842, between Great Britain and Portugal, and that during his services as Captain he has visited different ports, both to the eastward and westward of the Cape of Good Hope, but that this was the first voyage he had made to the Portuguese possessions in Africa.

"E. R. Eerslaw, mate of the detained vessel, being called and examined, deposed, that the ship was fitted out at the Cape of Good Hope with all the necessary appurtenances for a fishing establishment to the north of that Colony, and proceeded thence first to Ichaboe, where the owner had a guano establishment, and afterwards to Great Fish Bay to form a fishing establishment, and leave there the people who had entered into a contract for that purpose.

"That they afterwards went to Mossamedes in order to ascertain whether they could get supplies of fresh water there for the said fishing establishment, it being much nearer than the Cape of Good Hope.

"That on their arrival at Mossamedes the vessel was visited by the authorities from the shore, and having been detained, was sent to this port, where she now is.

"That the casks on board were not manifested for the same reason that the casks on board ships belonging to the same owner, and employed in connection with his guano factory, are never manifested.

"The boatswain, Carls Andersen, being examined, confirmed in every respect the evidence of the mate, excepting as to the manifesting of the casks, upon which point he stated that he was entirely ignorant, inasmuch as it was foreign to his occupation to examine or inquire into the regularity or irregularity of the ship's papers."

The claimant's advocate then prayed that, besides the point submitted in Article 7 of his petition, dated the 15th instant, the Commander of the Portuguese transport "*Rodvalho*" might be interrogated—

1. With respect to the information which he received in Port Alexander relative to the detained vessel and her captain.

2. Respecting the quantity of water given daily to each of the crew of a vessel to drink and cook, besides what may be requisite for washing.

Luis Antonio Themudo, Second Lieutenant in the Portuguese navy, and Commander of the transport "*Rodvalho*," being therefore called, deposed:—

"That, having gone to Great Fish Bay, by order of the Governor of Mossamedes, to ascertain if there were there seventeen men belonging to the '*Lord of the Isles*,' and, if so, to request them to leave that place, with a view of accompanying their ship, which had been detained, he found those seventeen men employed solely and exclusively as fishermen, and even then in want of provisions and water. That he received these seventeen men on board his ship, and brought them to this port, together with all the fishing-tackle and utensils which they had, consisting of a net, harpoons, hooks, spears, and choppers, such as are used in whaling, with four boats for the use of the said fishery, large vessels for depositing fish, tables for salting them, wooden rafters to form stretchers for fish, some studding-sail booms, and a sail of which they had made a tent; and, beyond this, more than 100 sacks of salt, a great quantity of fish, some dried, some in barrels, and others in tins, to be afterwards put into casks.

"That having, by order of the Governor of Mossamedes, gone to Port Alexander to inquire into the proceedings of the captain of the detained vessel at that place, he was informed that she had anchored off the Peninsula which forms the port, and, the following day, gone in and anchored near the land.

"That some of the people employed there in the fisheries had gone on board, and brought the captain on shore, with whom they commenced eating and drinking, and that, when going off to the vessel again, they proposed to the captain that he should buy a young negro who accompanied them. That the captain said he would, and when they got alongside he threw a rope over to hoist the negro on board, but immediately drew it up again; and all this did not pass as a joke amongst them.

"That the quantity of water which is allowed daily to each person on board ship, in ordinary circumstances, is two 'canadas,' one to drink and one to cook, beyond which it is customary to allow some for washing, but that, in places where water is readily obtained, it is usual to allow to each as much as he requires to drink."

On the 19th March the claimant's Advocate presented a petition, praying that the following papers might be received in evidence, and annexed to the Process:—

1. A passport addressed to the Portuguese authorities, and signed by Alfred Duprat, Commissioner of the British and Portuguese Mixed Commission established at the Cape of Good Hope.

2. A despatch from the said Commissioner addressed to the Portuguese authorities which he supposed to exist in Great Fish Bay, to which place the "*Lord of the Isles*" was bound, to establish a fishery.

3. Two letters of instructions, dated respectively the 8th and 26th October, addressed by the owner of the ship to the captain, with translations annexed.

4. Copy of a contract entered into with thirteen fishermen who recently arrived in this port, from Great Fish Bay, in the transport "*Rodvalho*," the original whereof remained in the hands of the said owner.

The originals of the two documents referred to in the first and second paragraphs of this petition, which were written in the Portuguese language, having been returned by order of the Court to the captain of the "*Lord of the Isles*," and no copies retained on the file of the Court, they cannot here be given; but Portuguese translations of the letters and contract mentioned in the third and fourth paragraphs having been annexed to the Records, the following are re-translations of them:—

Letter from Mr. R. A. Granger to Captain Mc Kenzie.

"Dear Sir,

"Cape Town, November 8, 1860.

"Proceed to Ichaboe, and inform the people there of the arrival of the 'Flibberty;' and afterwards proceed to Sandwich Harbour and commence fishing for snock between that port and Hollowsberd, where Captain Spencer left instructions with the Headman to permit the drying and storing of fish.

"You will continue this until the arrival of the 'Flower of Yawer,' or any other ship which I may send with salt, and which will meet you in Sandwich Harbour, and, having received it, you will proceed to Great Fish Bay, sending me all the fish which may have been taken by the vessel which conveyed the salt, should she be one of my own.

"I will send one of my ships to Great Fish Bay about Christmas, or perhaps sooner. I think it will be the 'Annie Baker,' and I will send you a supply of salt and provisions, &c., by her, with orders how you are to proceed.

"Be careful that the fish is well salted, and in good condition.

"If the fishermen can induce four or five of the natives of Sandwich Harbour to accompany them to Great Fish Bay, you may take them, because they are very useful for cleaning and drying the fish.

"Take care of your provisions, because you are only supplied for three months and a-half; but before February another ship will be with you in Great Fish Bay.

"Obtain all the information you can as to the healthiness of the bay, as well as the neighbouring coast, and its commerce.

"Hoping that this speculation may be to our mutual advantage, I am, &c.

(Signed)

"R. A. GRANGER."

"N.B. Should the fishermen remain at Great Fish Bay, leave with the head man the letters from the Portuguese Consul, and the despatch for the Captain of the Port."

Letter from Mr. R. A. Granger to Captain Mc Kenzie.

"Dear Sir,

"Cape Town, November 26, 1860.

"The 'Wave Spirit' sails to-day, and has on board for you 500 bags of salt (200 of Algoa Bay and 300 of Liverpool), and also two rolls of twine to mend the nets. On the return of the 'Wave Spirit' I will put on board of her 800 sacks of salt, and provisions for four months for the fishermen and crew, and I will send her to Great Fish Bay to relieve you, by which time I hope you will have a cargo of fish. I trust you will have on board sufficient to ballast the 'Wave Spirit' for her return voyage.

"Should there be an abundance of snock, it would be better for you to remain there some time longer, because I do not know whether you will find that fish further to the north.

"This description of fish is sold at the Mauritius for 45*l.* per ton, and the others for 25*l.* or 30*l.*

"My brother will furnish you with any provisions you may require.

"Hoping that you may be fortunate, I am, &c.

(Signed)

"R. A. GRANGER."

Contract entered into between Mr. Granger and the Fishermen employed in Great Fish Bay.

"We, the Undersigned, hereby agree to proceed to Great Fish Bay, to catch, dry, and salt fish for Robert Granger and Co., of Cape Town, at the following rates, viz.:

"Snock, Guelbeck salmon, stock-fish, and stenbras, 4*l.* per ton.

"Hurdurs, cured in pickle and packed in casks, 2*s.* per 100.

"Oil, properly tried out and strained and of pale colour, 20*l.* per ton of 302 old gallons.

"And should any of the fish not be properly cured, and spoilt in consequence of such neglect, we herewith bind ourselves to pay for the salt used for the same, providing the fish does not sell for the value of the salt.

"The hurdurs to be full size or no pay.

"Scale of Provisions for a week per man.

"3 lbs. beef, 3 lbs. pork, 3 ozs. tea, 9 ozs. coffee, 1 lb. sugar, 2 lbs. flour, rice and bread as much as can be used without waste, at discretion of head man.

"And we further bind ourselves to be under the orders of the head-man left in charge.

"This agreement to be binding for twelve months."

On the 21st March, 1861, the claimant's advocate presented his defence of this ship, of which the following is a translation:—

"The English brig '*Lord of the Isles*,' whereof John McKenzie is captain, and Robert A. Granger of the Cape of Good Hope, owner, was detained by the Custom-house at Mossamedes on the 24th January last on suspicion of being engaged in the illicit Traffic in Slaves, in violation of the provisions of the Decree of the 10th of December, 1836, and the Treaty of the 3rd July, 1842.

"The grounds of her detention were:—

"1. Having on board a large number of sacks with salt.

"2. A quantity of water more than is requisite for the consumption of her crew.

"3. Because the casks containing the said water were not manifested.

"Previous to the detention various circumstances occurred, amongst the most remarkable of which was that of its being alleged at Mossamedes that this vessel wanted to ship slaves by force at Port Alexander, and that on the day of her arrival at Mossamedes she anchored outside the place allotted to merchant-ships intending to ask '*franquia*,' which was refused by the Custom-house.

"There is seen, however, at folios 13 and 14 of this process, a declaration signed by the Commander of the Portuguese schooner of war 'Cabo Verde,' at anchor in the port of Mossamedes, on the occasion of the detention, confirming the existence on board the detained brig of various casks not manifested, and a quantity of water estimated at forty pipes. It is stated, moreover, in this declaration that there are on board a number of water-casks containing stones.

"By the survey held on board in the presence of the Court it is proved:—

"1. That there are on board a great number of sacks with salt, which is not any proof of illicit commerce, but on the contrary.

"2. That there are on board casks of various sizes (39 pipes and 33 barrels), some containing water, others empty, which if they were all completed with heads might hold 1,257 almudes.

"3. That there does not exist on board any other articles of equipment, the casks containing stones not having been found in the vessel.

"By the five documents for the defence, from folio 78 to folio 88, by the unanimous declarations of the captain, mate, and boatswain of the ship, and by the log, which was examined, it is proved—

"1. That the detained vessel sailed from the Cape of Good Hope with a crew of eleven persons and thirteen fishermen, for the purpose of fishing and obtaining oil in Great Fish Bay, about ninety miles to the southward of Mossamedes, or in latitude 16° 30' south.

"2. That she went to the Island of Ichaboe to deliver provisions for a guano factory there belonging to the same owner, and having there hired four natives proceeded to Great Fish Bay.

"3. That on her arrival at that place she established a fishery on shore, leaving there the seventeen men whom she had on board for that purpose.

"4. That having afterwards touched at Port Alexander she went to Mossamedes, where she arrived on the 21st January last, for the purpose of purchasing provisions for her crew, and for the people left at Great Fish Bay, and also for obtaining water there when requisite (it being much nearer to that place than the Cape of Good Hope), as well for the crew during the vessel's stay on the coast, and her return voyage to the Cape, as for leaving with the seventeen fishermen engaged for twelve months, who had to remain at Great Fish Bay until the return of the '*Lord of the Isles*,' or the arrival of some other vessel belonging to the same owner.

"Not only do those documents, and the declarations of the captain and others, with all the circumstances here mentioned, fully prove that this ship was lawfully employed, but, furthermore, the sworn deposition of the Commander of the Portuguese transport '*Rodvalho*,' respecting what he saw and observed in Great Fish Bay—to which place he had been by order of the superior authority at Mossamedes—leaves nothing to be desired.

"The existence at that place of the seventeen fishermen, of a great quantity of fish already salted and dried, of all the tackle and utensils used only for fishing, of the oil and the salt, &c., which the Commander of the said transport brought to this port, as well as the great quantity of salt found on board the detained brig, are incontestable proofs in favour of the claimants.

"Great Fish Bay promised to the claimants great advantages in their fishery, in consequence of the abundance of fish which is there found, and which fetches a high price at Mauritius. It being, however, a Portuguese Possession, they could not establish a fishery there without permission from the competent authority.

"For this purpose the captain is furnished with two documents written and signed by the Portuguese Consular authority at the Cape of Good Hope.

"This proves that the claimants respected the rights of the Crown of Portugal, and that they certainly would not have established themselves in that desert without permission, if they had found there the authorities which were supposed to exist.

"Captain Mc Kenzie presented those documents to the Governor of Mossamedes, as is seen by the despatch at folio 18, but due weight was not given to them, under the pretext that the signature was not recognized, as if the want of that formality (difficult to be observed at Mossamedes), could justify the ignorance of the Governor and other authorities there, who are supposed to know that at the Cape of Good Hope there exists a Portuguese Commissioner and Arbitrator, the former of whom acts as Consul.

"It does not appear that the Tribunal ought to occupy itself with the uncalled-for declaration made at Mossamedes by an ignorant person who did not understand English, to the effect that the captain of this ship wanted to purchase slaves by force in Port Alexander, a declaration which did not require the deposition of the Commander of the '*Rodvalho*' to destroy it, inasmuch as it destroyed itself.

"Nor ought any weight to be attached to the allegation respecting the existence of casks containing stones, because no such things were found on board; nor, finally, to the circumstance of the '*Lord of the Isles*' having anchored at Mossamedes out of the proper position, inasmuch as it is declared by the Captain, and confirmed by the Commander of the transport '*Rodvalho*,' who was present at the time, that the ship was under sail when the pilot went on board, and anchored her where he thought proper.

"We have only to deal, therefore, with the two supposed articles of equipment, viz., the casks of different sizes, and the water, which is said to be more than requisite. In the manifest, it is true, neither one nor the other is shown; but if we believe that no ship can navigate without water, and that there is no law which obliges a vessel to manifest her casks and water, it must readily be acknowledged that the number of casks found on board this fishing vessel, whose voyage is of uncertain duration, is not excessive.

"The water was for twenty-eight persons, seventeen of whom would have to remain for five months at least in the desert of Great Fish Bay, where there is no drinkable water, nor supplies of any kind to be had; and eleven who would require water for eighty days, that being the time the vessel would be detained in completing her cargo of fish and oil, and thirty days beyond this to return to the Cape of Good Hope, or even more, having to proceed to Mauritius to sell her cargo.

"The declaration hereunto annexed of the experienced Captain Thomaz Antonio Tarraço, who cannot be suspected of partiality, says that a vessel of the size of the '*Lord of the Isles*' would require for a certain voyage, and for a crew of thirteen men, at least 26 pipes of water, which, at the rate of 28 almudes, are 728, or 8,736 canadas.

"It is clear, therefore, that if for thirteen persons that quantity of water would be requisite, for twenty-eight, which the ship had to supply, more than double the quantity mentioned would be necessary, and, consequently, that the water which was found on board would be insufficient, more particularly as the duration of the voyage of this ship was uncertain.

"It is a circumstance worthy of note, and one to which the Tribunal certainly will not fail to give due consideration, that the '*Lord of the Isles*' was not met with in a suspicious locality, inasmuch as no one can suppose that to the southward of Mossamedes it is possible to effect a shipment of slaves, and more particularly in a vessel having on board salt, water, and articles used only for fishing purposes, without money or any valuable goods which might be used for purchasing slaves, provisions, &c.

"The declaration made by the captain that he had no knowledge of the Treaty ought not either to have much

weight, because persons employed in navigating the eastern and western coasts of Africa, where it is known or suspected the Traffic in Slaves is carried on alone, make themselves acquainted with the laws and Treaties prohibiting that Traffic.

"We will now proceed to inquire whether the quantity of water found on board the '*Lord of the Isles*' was excessive or not, and if the captain was justified in going to Mossamedes.

"By the minute of detention, and by the declaration of the Commander of the Portuguese schooner of war '*Cabo Verde*,' the quantity of water contained in all the casks was estimated at 40 pipes, which, at 28 almudes to the pipe, is equal to 1,120 almudes, or 13,440 canadas, Portuguese measure.

"The surveyors calculated it at 1,257 almudes, or 15,084 canadas.

"Between these two calculations we must take the medium, and it appears, therefore, reasonable to say 1,100 almudes, or 13,200 canadas, which is about the quantity estimated by the captain.

"According to the sworn declaration of a competent person at folio 75, it is customary to allow two canadas of water daily to each of the crew on board a ship, one to drink, the other to cook, besides what may be requisite for washing.

"For the consumption of the whole of the live stock on board it certainly will not be considered excessive to allow two canadas daily.

	Days.	Canadas.
"Having, therefore		13,200
"For 11 men composing the crew during the ship's stay on the coast		
waiting to obtain a cargo	80	
"Ditto, ditto, for the return voyage to the Cape of Good Hope ..	30	
"For 17 fishermen during at least five months detention in fishing,		
being the time allowed for the return of the ship	150	
"28 persons at 2 canadas per diem	56	
"For live stock, 2 canadas, for 110 days.. .. .	220	
		14,780
"Water required more than the quantity on board.. .. .		1,580

"If, therefore, we take into consideration the quantity of water which is always wasted and destroyed, and also bear in mind the fact that all the water found on board the '*Lord of the Isles*' was not drinkable, the captain appears to have been fully justified in proceeding to Mossamedes, and the quantity of water found on board cannot be considered excessive, unless, indeed, it may be desired to sustain the error committed by the captors, who, paying no attention to the legal passport at folio , and the declaration of the captain, did not include in their calculation the seventeen men who had been left in the Desert at Great Fish Bay, and whom the ship was obliged to supply with water.

"With regard to the number of casks, it has already been shown that it was not extraordinary, bearing in mind the people to be supplied, and the time this ship's voyage would occupy. In this respect, also, it has been shown that it is neither customary nor necessary to manifest casks and water for ships, inasmuch as for vessels proceeding on a specific voyage, these are calculated by the time such voyage may occupy, and by the number of the crew, passengers, &c.

"The declaration of a competent person herewith annexed confirms this allegation.

"We conclude, therefore, by praying for the restitution of this ship, as the consequence of her illegal detention, with the right to losses and damages.

"*Loanda, March 21, 1861.*

"GERMANO PEREIRA DO VALLE, *Claimant's Advocate.*"

Annexed to the foregoing defence are two documents containing the written answers given by parties to whom the claimant's Advocate had referred: first, as to the number of water-casks requisite for a ship of 160 or 200 tons, and their capacity; and, secondly, whether it is customary to enter water-casks on the manifest of a ship.

In answer to the first query, Captain T. A. Tarraço, commanding a Portuguese merchant-ship in the harbour of Loanda, replied as follows:—

The barque "*Benjamin*" under my command is manned by thirteen persons, and has on board twenty-six pipes, each containing twenty-eight almudes of water. Other ships with the same number for their crew, and for a like voyage, carry about the same quantity.

"The water of a ship must always be in proportion to the number of her crew, and the trade or commerce in which she is employed; for example, a ship of a certain tonnage which is employed in fishing must always be well supplied with water, inasmuch as her crew is without doubt larger than that of another vessel of the same tonnage employed in carrying merchandize."

To the second query, Mr. Albert Schut, a merchant at Loanda, made the following statement:—

"In reply to your question, I have to state that in no part of the world, except in Portuguese ports, is it customary to manifest the water of a ship, and this fact may be easily proved by the manifests of all foreign ships entering this port, which ought to exist in the public Departments."

It is remarkable that no arguments were offered on the part of the captors in support of their right to detain the "*Lord of the Isles*," nor were any proofs presented against this ship beyond those contained in the papers which formed the basis of these proceedings; but on the 23rd March, 1861, the Tribunal met and pronounced judgment in the following terms, viz.:

"Having examined the evidence relating to the detention of the English brig '*Lord of the Isles*' by the Custom-house authorities of Mossamedes, on suspicion of being engaged in the Traffic in Slaves, in contravention of the Decree of the 10th December, 1836, and Treaty of 3rd July, 1842, it is proved that this ship belongs to Cape Town, Cape of Good Hope; that she proceeded from thence to Great Fish Bay, a Portuguese possession to the south of Mossamedes, to be employed in taking fish, some to be salted, and others for the purpose of extracting oil; that she landed in that Bay all the apparel and gear for fishing, as well as the persons who had entered into a contract for that purpose (in No. 17;) and that she then proceeded to Mossamedes to procure water, it being nearer than the Cape of Good Hope, having on board only her crew consisting of eleven persons, and an extraordinary number of casks of different sizes, thirty-nine pipes and thirty-three barrels, none of which were manifested or bonded as required by the above-mentioned Decree of December 10, and Treaty of July 3; that all this led the fiscal authorities of Mossamedes justly to suspect that the ship was destined for the Slave Trade, the more so as, being the first time, it was not credible that a vessel would come from the Cape of Good Hope to

fish in Great Fish Bay, and still less that which the captain alleged, viz., that he had left people and fishing gear in that Bay, this appearing more like a pretext to cover some crime, and avoid detention, than a reality.

"This ship having been detained by the aforesaid authorities on the grounds above stated, was sent before this Tribunal to be adjudged, and now, not only by the documents presented in her defence, by the survey held on board of her, by the appearance and presentation of all the requirements for the said fishery, and the men who were employed in it in the above-mentioned Bay, and some barrels of fish already salted, all brought here in the Portuguese transport 'Rodvalho,' which for that purpose had gone to Great Fish Bay by order of the Governor of Mossamedes, and also by the extraordinary number of sacks of salt stowed on top of the casks; it is seen that this ship had alone in view the licit employment of catching fish as well for the purpose of salting as for the production of oil; that she went to Mossamedes to procure water not only for her crew, but for those whom she had left employed in fishing at a place where, as is generally known, there is no drinkable water to be found.

"The water and casks for this lawful employment and to provide for the delay necessary to yield a good result certainly cannot be considered excessive, although they might if they were intended only for the use of the crew of the vessel. On all these grounds the Tribunal absolves the '*Lord of the Isles*,' and orders that she be delivered to the captain with all her cargo, fishermen, and fishing gear, and all her papers annexed to this process, a receipt for the same, either from the Captain or his Proctor, being duly filed.

"The Tribunal, however, considering that the Captain took his vessel to Mossamedes thus equipped with an extraordinary number of casks in proportion to her crew, the same being neither manifested nor bonded as is required by the aforesaid Decree of December 10, and the Treaty of July 3, besides the improbability of the Captain's statement that he had left people employed in a fishery at Great Fish Bay, all this presenting strong and vehement suspicions that the ship was destined for the Traffic in Slaves across the seas—

"Adjudges the detention of the ship by the authorities at Mossamedes to have been fully justified, those authorities having acted in accordance with the said Decree and Treaty.

"Having in view, therefore, the provisions of Article X of the said Treaty the Court does not award losses, damages, or expenses, arising from the detention of this ship, neither to the owner, or the Captain, or any other party interested in her."

"Loanda, March 23, 1861.

(Signed) "MENDES AFFONSO.
"J. GUEDES.
"FIGUEIREDO."

On the 22nd April the "*Lord of the Isles*" left Loanda and proceeded to the Cape of Good Hope.
Loanda, October 30, 1861.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 30.

Her Majesty's Commissioners to Earl Russell.—(Received February 1, 1862.)

My Lord,

Loanda, October 31, 1861.

WE have the honour to inclose herein to your Lordship a Report of the case of the launch "*Maria Isabel*," which, having a cargo of slaves on board, and being pursued by the Portuguese cruizer "*Don Pedro V*," in latitude 6° 46' south, and longitude 12° 35' east, on the 20th January last, was, either designedly or through the mismanagement of her crew, upset, and having afterwards drifted on shore, was totally destroyed.

2. The "*Maria Isabel*" was owned by the notorious Joaquim Martins Pamplona, and when fallen in with by the "*Don Pedro V*," was proceeding to a place called Vista, at the mouth of the River Congo, where that individual has extensive slave factories, with a cargo said to have consisted of 80 slaves, who had been embarked at a spot near Ambrizette the previous day; but of that number only 33 were rescued from drowning or slavery.

3. It appears from the Report of the Commander of the "*Don Pedro V*," that another launch, which was in company with the "*Maria Isabel*," ran on shore to avoid capture on the same occasion, and was totally destroyed, but no proceedings were instituted against her.

4. The circumstances under which the "*Maria Isabel*" had been destroyed were sufficient, in the opinion of the Court, to authorize it in proceeding to the adjudication of the slaves rescued from on board. A sentence of emancipation of the 33 slaves landed from this launch was accordingly pronounced, and the Cabenda man, one of her crew, who had been captured, was delivered up to the Civil authorities here to be dealt with according to law.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 30.

Report of the case of the launch "Maria Isabel."

THE circumstances attending the destruction of the launch "*Maria Isabel*," and the rescue of a portion of her cargo of slaves by the Portuguese cruiser "*Don Pedro V*," are detailed in the following translation of a Report made by the officer commanding that cruiser to the Commander of the Portuguese naval station, dated Loanda, January 23, 1861:—

"I have the honour to acquaint you that the vessel under my command, being at anchor in latitude 6° 46' south, and longitude 12° 35' east, on the 20th January, two Portuguese launches passed close to her, at which first some muskets, and afterwards a gun, was fired, without any notice being taken of them. As this led me to suspect these launches, a boat was sent manned and armed to chase them, and I got underweigh for the same purpose.

"When the boat was coming up with one of these launches, she (the launch), from the way in which she was managed upset, the crew swimming on shore, and part of the launch remaining above water, with several negroes on it.

"I proceeded towards her, and having anchored, assisted the negroes, who I afterwards found were slaves, who had been embarked at Liengula, which is a very short distance to the north of Ambrizette, and that they were proceeding to Vista in the River Congo.

"Of the 80 slaves who had been embarked in this launch, I could only with great difficulty succeed in saving 33.

"The other launch, which also had slaves on board, ran on shore on the beach, and went to pieces in the surf, the crew taking refuge in the Portuguese factories at Mangue Grande.

"The launch which was upset was called the '*Maria Isabel*,' and, with the slaves on board of her, belonged to Senhor Pamplona. She was manned by six natives of Cabinda, and a coxswain called Franque.

"Only the Portuguese flag was saved, and nothing more, as the sea was high, and we had only one boat.

"The launch which ran on shore had received all her slaves in Macula, but I could not ascertain her name, nor the name of her owner."

On the 29th of January, 1861, a copy of the foregoing communication was received by the Secretary of the Mixed Court from the Secretary-General to Government, accompanied by a list of the 33 slaves who had been deposited in the Department of Public Works.

On the 2nd of March, 1861, the Court met to institute proceedings, but the captor having in the meantime been appointed to His Most Faithful Majesty's steamer "*Sagres*," and left Loanda, could not appear to depose to the facts related in the Report given above.

Consequently on the 6th of March the Commission proceeded to take the evidence of the only witness in this case, the Cabinda man, who, with the 33 slaves, had been saved from the "*Maria Isabel*."

This witness, named Zan, deposed as follows:—

"That he was a native of Cabinda, and was one of the crew of the launch '*Maria Isabel*,' whereof Pamplona and one Oliveira, residing at Ponta da Lenha, were owners.

"That the launch had upset at sea. That all her crew and the slaves on board her had been saved except some of the latter, who were drowned.

"That the slaves who were brought to this port in the capturing ship with him all belonged to the '*Maria Isabel*.'"

The same day the Court pronounced sentence in this case as follows:—

"Having examined the papers relating to the capture of 33 slaves in the launch '*Maria Isabel*,' belonging to Pamplona and one Oliveira, which launch being upset at sea when chased by the Portuguese cruiser '*Don Pedro V*,' Francisco Pedro de Villar Pinho, Commander, was lost, the said 33 slaves only having been saved out of a much greater number which she had on board, and only one of her crew, a Cabinda man, captured;—

"The Court adjudges as lawful prize the said 33 slaves, to whom there shall be given certificates of emancipation; and it orders that the said Cabinda man shall be placed at the disposal of the Juiz de Direito, with a view to proceedings being taken against him, and to his being punished in accordance with the laws in force."

St. Paul de Loanda, October 31, 1861.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

No. 31.

Her Majesty's Commissioners to Earl Russell.—(Received February 1, 1862.)

My Lord,

Loanda, November 21, 1861.

WE have the honour to acquaint your Lordship with the arrival here, on the 30th ultimo, of the American barque "*J. J. Cobb*," which has been notoriously employed in the Traffic in Slaves between this coast and Cuba during the last two years.

2. This vessel was boarded by Her Majesty's ship "*Arrogant*" on the 18th of September last to the north of the Congo, but having an American register, which was found on examination to be apparently regular, she was allowed to proceed on her voyage.

3. On the 29th September she was fallen in with by Her Majesty's steamer "*Alecto*," Commander Raby, in latitude 6° 33' south, and longitude 12° 16' east, when the person then in charge of her stated that the captain had landed at Mayumba, and that the barque was bound to Loanda to meet him. Again, on the following day she was seen nearly in the same position.

4. The "*Alecto*" again, four days afterwards, for the third time met the "*J. J. Cobb*" at sea, hovering about within a few miles of the same spot where she had first seen her, having made little or no progress towards Loanda, although the wind had been favourable for her doing so. Commander Raby, therefore, without in any way interfering with the vessel, tendered the assistance of Her Majesty's steamer in towing her to Loanda, her avowed destination, and this being accepted by the person acting as captain, the "*Alecto*" arrived here in company with the "*J. J. Cobb*."

5. On the 30th October the entry of this vessel was announced in the port registry published in the "Official Boletim," in the following terms:—

"American barque, '*J. J. Cobb*,' 307 tons, Captain D. Souper; crew 15; from New York, via Cadiz, in 120 days, with rum, provisions, and water-casks; two passengers."

6. Commander Raby cautiously abstained from all interference with the "*J. J. Cobb*" either before or after she anchored in this port, and on the day following his arrival, he, in conjunction with Her Majesty's Commissioner, waited upon the Governor-General to communicate the strong suspicions which he entertained that this vessel was engaged in the Slave Trade, and that she had on board, in fact, all the equipment requisite for the reception of a cargo of slaves.

7. His Excellency stated that the case of the "*J. J. Cobb*," however flagrant, or with whatever circumstances accompanied, could not have been matter for his cognizance, and that even although fitted in every particular for the Traffic in Slaves, she could not be made an object of prosecution under the Decree of the 10th December, 1836, inasmuch as he had received the most stringent instructions from the Government of His Most Faithful Majesty not to interfere with vessels belonging to any nation with which Portugal had not entered into a Treaty giving mutual right of search, beyond using due vigilance to prevent them from embarking slaves on any part of the coast within the jurisdiction of the Portuguese Crown, or ordering them to proceed to sea when requested to do so by the Consul of the nation to which they belonged.

8. The Governor added that the "*J. J. Cobb*," having made entry at the Custom-house here, became, of course, subject and liable to all the fiscal regulations of the port; and his Excellency assured Commander Raby that those should be rigidly enforced: but, as regards the suspicious character of the vessel, he distinctly stated that he could not take cognizance of it. Her Majesty's Commissioner then observed that, under these circumstances, it appeared to him that the municipal laws of Portugal against the Slave Trade must be utterly inoperative and useless, as far as regards the prevention of that Traffic under the American flag in the ports of this province.

9. We take the liberty of submitting this case as one which merits the serious attention of Her Majesty's Government, because, although the instances of American vessels fitted for the Slave Trade arriving in the ports of this province have not hitherto been numerous, it is much to be apprehended that they will increase in frequency when it shall become generally known amongst the slave-dealers that their vessels may enter and remain in the harbour of Loanda with impunity, and sail from hence equipped in every circumstance for the Slave Trade.

10. Her Majesty's Commissioners at this place, in a despatch dated 13th of October, 1849, had the honour to bring under the notice of Viscount Palmerston, then Her Majesty's Principal Secretary of State for Foreign Affairs, a difference of opinion which had arisen between the superior authorities at this place and the Governor of Benguela, with respect to the proposed search of the United States' brig "*Imogene*," before leaving that place, and which resulted in the issue of a Proclamation, ordering that all merchant-vessels, of whatever nation, shall, on leaving any of the ports of the Portuguese possessions on this coast, be subject to visit and search as prescribed by the 10th Article of the Decree of the 10th of December, 1836. It is evident that the instructions to which the Governor-General referred, must render these orders wholly nugatory.

11. As far as regards the case of the "*J. J. Cobb*," which vessel we are informed was about to embark her slaves at Mangue Grande, two days after the "*Alecto*" fell in with her, we hope that Commander Raby's judicious proceedings have entirely frustrated her criminal intentions; for, owing to irregularities in her papers, and the fact of her being unprovided with certain documents from the Portuguese Consulate at the port from which she cleared outwards, which are

required to enable merchant-ships to make entry in this port, certain fines and penalties have been levied upon her by the Custom-house, and, in consequence of the difficulty of meeting those demands, as well as of finding any one person here willing to sign the bond which all vessels are required to enter into, not to engage in the Slave Trade, we believe the "*J. J. Cobb*" will have great difficulty in proceeding on her voyage. In fact, it is already rumoured that, in consequence of her being in an unseaworthy state, the person acting as captain is about to call a survey on her, and sell her at this place. In the event of this taking place, she will probably become Portuguese property, and assume a Portuguese nationality; in which case we shall be careful to see that the measures enjoined by the Treaty of the 3rd July, 1842, are strictly carried into execution in regard to this vessel, and, in the meanwhile, it only remains for us to assure your Lordship that we shall not fail to possess you with every particular respecting this case when it is terminated.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 32.

Her Majesty's Commissioners to Earl Russell.—(Received February 1, 1862.)

My Lord,

Loanda, November 25, 1861.

WE have much satisfaction in reporting that the "*Lyra*," a vessel which has for the last month been waiting a favourable opportunity to embark slaves in the River Congo, protected, like several others, by the flag of America, has been captured by Her Majesty's steamer "*Ranger*," Commander Wratislaw, about sixty miles to the westward of Mangue Grande, and having on board, as far as could be ascertained, nearly 900 slaves.

2. No colours were shown when the "*Ranger*," after a short chase, came up with this vessel on the 29th ultimo, and on Commander Wratislaw's boarding her, he was informed that she had no papers, and that the captain had died some days previously. He, therefore, took possession of the "*Lyra*," and dispatched her to St. Helena for adjudication.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 33.

Consul Sir H. Huntley to Earl Russell.—(Received February 1, 1862.)

My Lord,

Loanda, November 24, 1861.

I HAVE the honour to place before your Lordship copies of a correspondence which has passed between the Secretary of the Government, under the direction of his Excellency the Governor-General, and myself, upon the subject of a protest, herewith transmitted, which has been presented by the master of the Portuguese brigantine "*Tarugo Secundo*," representing that his vessel was illegally boarded and searched in the Bay of Equimina, when lying at anchor there, south of Benguela, in waters subject to the dominion of the Crown of Portugal, by Her Britannic Majesty's ship "*Alecto*," on the 11th April, 1861.

The only positive information that I am able to convey to your Lordship with relation to this affair is, that Her Majesty's ship "*Alecto*" could not have been the vessel of war which boarded the "*Tarugo Secundo*," because at that time Captain Raby, who commands the "*Alecto*," was with his ship to the north of the equator then commanding the division of the British ships of war stationed in the Bights of Benin and Biafra.

It is, however, the case that Her Majesty's ship "*Prometheus*" was at the time specified in the locality of the bay mentioned, and possibly the "*Tarugo Secundo*" may have been boarded by that cruiser.

Your Lordship will, I trust, approve of my having forwarded copies of the several papers to Commodore William Edmonstone, whose inquiries probably will fully illustrate the case.

I may point out a discrepancy in the statements of the Secretary of the Government and the master of the "Tarugo Secundo," the Secretary stating that the master was "obliged to go on board the steamer 'Alecto,'" the master declaring that he refused to leave his vessel, and that the officers of the vessel of war went away without him.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 1 in No. 33.

The Secretary-General to the Government to Consul Sir H. Huntley.

(Translation.)
Sir,

Loanda, November 18, 1861.

BY order of his Excellency the Governor-General of this province, I remit to you a copy of the protest which has been presented by the captain of the Portuguese brig "Tarugo Secundo" against the proceedings of the English steamer of war "Alecto" towards her. At this time the said vessel was anchored in the Portuguese port of Equimina, to the south of Benguela, and was entered by an armed force, rigorously examined, the papers many times threatened to be seized, the captain obliged to go on board the steamer, so that he was kept from his vessel ten or twelve hours, during which time he was told she could be made a prize.

This proceeding, as you will see, is a manifest violation of the IIIrd and IVth Articles of the Treaty of the 3rd of July, 1842, and is of much consideration with regard to the flag, the territory, and, consequently, to the dignity and rights of the Portuguese nation.

His Excellency therefore hopes that by sending you in this manner the information, the Government of Her Britannic Majesty will provide against the recurrence of such treatment.

God preserve, &c.

(Signed) JOSE BARBOZA LEO.

Inclosure 2 in No. 33.

Protest of José d'Oliveira Fannes, Captain of the Portuguese brig "Tarugo Secundo."

(Translation.)

I, THE Undersigned, Captain of the Portuguese patacho "Tarugo Secundo," declare that, having sailed from Loanda the 26th day of March, 1861, bound to the ports of the south, with a colonial cargo, as manifested, and having arrived in the port of Equimina the 6th day of April, I anchored at 3 P.M. to trade in this port with the widow Tarugo and Sous, owners of vessels and merchants of Lisbon, with legality and the rights of national commerce.

On the 11th of the same month, at 7 P.M., was boarded and searched by a boat from the English steamer of war "Alecto," which sent a midshipman on board, with a crew all armed, and required of me the papers of the vessel, which I presented, notwithstanding that I was in a Portuguese harbour, a foreign vessel having no right to visit mine there according to the existing Treaties. However, against force no resistance was offered. The said officer examined the papers, reserving myself to give the necessary information to the Governor-General on my return to Loanda.

The officer, after having examined the papers, asked me leave to fire a pistol as a signal to the steamer. I consented, and it was done. The signal not being acknowledged, he asked me for a lantern, to be placed as a guide at the mast-head, which I ordered to be done. The midshipmen then, without asking my leave, fired a musket. Hearing this another boat came, and a Lieutenant leaped up with another armed crew, and going down to the cabin, asked me afresh for the papers, and examined them some time. This Lieutenant intimated that he should weigh the anchor and detain the vessel. To this I replied that I protested for all and whatever might happen from the detention of the vessel, and that if he so intended to send his men, and take possession, declaring that my men would unite with me in protesting against illegalities and infringements of the law. The officer said he did not understand me. Then all the men came on deck, separated about the vessel, and searched everywhere.

At 9 P.M. the two officers returned to the cabin, examined the papers afresh, and then required me to weigh the anchor, which I refused to do, when they asked me if I had an English flag on board. I said no. Then again they desired me to weigh the anchor. I persisted in refusing, declaring that if they decided upon taking the vessel, they might do so, and that I protested for the vessel and cargo. They declared they could not understand me, and they said many other things.

Then the Lieutenant of the steamer said he should report what had occurred to the Commander, leaving on board, to guard the vessel, the Midshipman, with an armed boat's crew. Sentries were posted at the gangways, and thus they had possession of the vessel. The steamer came near to speak to me, asking how many fathoms of water I had. I replied nine. Then, speaking to the Midshipman, ordered him to bring the papers on board; and it being required of me, I refused, declaring that they might see the papers on board, but that they should not go out of my power. They then intimated to me to go into one of the boats of the steamer. I also refused this. Then, after another examination, they left the vessel, when, the steamer "Africa" passing in sight, coming from the south, they weighed and followed in the direction of that vessel.

I protest against all these offensive and vexatious proceedings of the English steamer of war "Alecto," the visit which she made on the 11th of April to the vessel in my command being against the express stipulation of the Treaty of the 3rd of July, 1842, finding myself in a Portuguese port, within the limits which are not allowed to be violated by any vessel, as well as the cruising ships which are not permitted to act vexatiously as vessels which visit, nor to seize the papers of vessels having law and right to navigate.

Equimina, April 12, 1861.

(Signed) JOSE D'OLIVEIRA FANNES, *Captain.*
BERNADO MARTINS.
GEVRAS SANTO PIAGS, &c.

Inclosure 3 in No. 33.

Consul Sir H. Huntley to the Secretary-General to the Government.

Illustrious Sir,

Loanda, November 21, 1861.

I HAVE the honour to have received your despatch of the 18th instant, accompanied by a Protest made by the master of the Portuguese patacho "Tarugo Secundo," alleging that his vessel was boarded and illegally treated in the port of Equimina, within the dominion of Portugal, on the 11th April last, by Her Britannic Majesty's ship "Alecto."

I beg leave, in reply, to state that I immediately informed Captain Raby, who commands the "Alecto" and is now in this port, of the accusation preferred by the master of the "Tarugo Secundo."

Captain Raby at once proved to me that he was, at the time mentioned, on the north of the equator, commanding the division of the British squadron stationed in the Bights of Benin and Biafra.

I shall, however, feel it my imperative duty to forward a copy of your letter, as well as one of the Protest, to Commodore Edmonstone, who commands the British squadron employed upon this portion of the coast of Africa, by the vessel of war which will proceed to him after having left here the mail in December, and I beg that you will assure his Excellency the Governor-General that Commodore Edmonstone will lose no time in making the necessary inquiries.

I have, &c.
(Signed) H. V. HUNTLEY.

No. 34.

Her Majesty's Commissioners to Earl Russell.—(Received March 14.)

My Lord,

Loanda, January 1, 1862.

WE have the honour to report to your Lordship that there has been no case adjudicated before the British and Portuguese Mixed Commission in this city during the last six months.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 35.

Her Majesty's Commissioners to Earl Russell.—(Received April 2.)

My Lord,

Loanda, January 8, 1862.

THE belief we expressed, in our Annual Report dated the 10th October last, as to the increase of the practice which has recently sprung up in this province of removing slaves to St. Thomas', has, we regret to say, been fully verified.

2. As a proof of this, we now beg leave to hand to your Lordship a list of the vessels conveying those negroes which have sailed from this port during the last three months, from which it will be seen that 467 have been embarked, under different denominations, in that period. This added to the number reported in our above-mentioned despatch, makes upwards of 900 that have been shipped within the year just expired.

3. On the arrival of Commodore Edmonstone at this place in Her Majesty's ship "Arrogant," in November last, we fully communicated to him the extent to which this practice has been carried. We also handed to him for perusal a copy of our despatch to your Lordship of the 10th of October of last year, and we solicited his attention to this very important subject, because Her Majesty's Commissioner sees most clearly that it is the decided intention of the Governor-General to sanction the continuance of this practice without restriction, and it even already promises, if not checked, to rival in extent and importance the scheme adopted by the Government of France for supplying its possessions in the West Indies with labourers.

4. Commodore Edmonstone and Her Majesty's Commissioner had an interview with the Governor-General on the subject, and the Commodore pointed out to his Excellency that, in the event of any of the vessels conveying these negroes being met at sea by Her Majesty's cruisers, the officers sent to board them might experience some difficulty in ascertaining whether such negroes were really in the enjoyment of their freedom or not; and, in reply, the Governor-General immediately produced a number of printed papers, which, he said, were the passports to be given to every negro about to be embarked on board a vessel then on the eve of her departure from this port for St. Thomas'; and he added, that he did not consider

that Her Majesty's officers had any right whatever to look beyond those passports, inasmuch as they were in themselves a sufficient guarantee that the negroes are not slaves.

5. From this view of the matter Mr. Gabriel felt it his duty to express his dissent, and he added that, although it was not known to him what measures the Local Government takes to satisfy itself that these negroes are in every case to be considered "free," he had strong reason to believe that gross frauds had been committed by many of the parties who apply for these passports. Her Majesty's Commissioner stated, moreover, that, in his opinion, the passports upon which the Governor-General laid so much stress neither conferred liberty nor afforded any proof whatever that the negroes in question were not held in slavery, and that those passports, on the arrival of the vessels at St. Thomas', became so many valueless pieces of paper. Mr. Gabriel did not hesitate, further, to express it as his opinion that, if Her Majesty's naval authorities exercised the power conferred on them under the Convention of the 3rd July, 1842, it would be found that these negroes were carried off by force, and doomed to compulsory separation from their own country; that they belonged, in fact, to parties who, under the specious pretence of requiring labourers for the cultivation of their estates, buy the negroes brought to them by dealers in slaves, and, whatever form of emancipation may be gone through, ship them to St. Thomas' as objects of commerce, in open violation of the Treaty-engagements which have been entered into by His Most Faithful Majesty.

6. His Excellency strenuously denied that the negroes were destined to be sold at St. Thomas'; but Mr. Gabriel, without stopping to argue that point, submitted, that to constitute slave-trading it is not necessary that the parties who buy slaves should intend to sell them again, because, if the criminality of the transaction depended on the subsequent sale, then the landed proprietors in Cuba might carry on the Traffic with impunity, if, instead of buying slaves from the adventurers who bring them from Africa, they were to send out vessels to this coast on their account, and, by means of their own agents, purchase slaves for their own use.

7. The Governor-General expressed a decided unwillingness to abandon, or even to restrict, the system now being pursued; and the interview terminated by Commodore Edmonstone's informing him that he should at once bring the matter under the notice of the Admiralty, and solicit instructions for his guidance thereon.

8. An instance recently occurred here of one of these negroes attempting to commit suicide, when being marched down to the beach for embarkation. He was immediately conveyed to the hospital, and soon afterwards, at his master's request, removed from thence to the jail, where he was kept in close confinement. Subsequently, under an escort of police, he was removed from the jail to be taken on board another vessel about to sail for St. Thomas', but, after wounding one of the guard, he fled and made his escape.

9. It is needless, my Lord, for us to expatiate upon the evils necessarily consequent upon this new form of Slave Trade. It is not without considerable pain that Her Majesty's Commissioner begs to observe, in conclusion, that, in his opinion, this matter offers no hope of being set at rest here; and, as we are persuaded that nothing short of the most stringent instructions from the Home Government will induce the local authorities in this province to put an end to it, we can only, therefore, anxiously await the result of any representations which your Lordship may have instructed Her Majesty's Minister to the Court of the King of Portugal to make, with a view of preventing this very serious evil from being continued, or becoming, as it assuredly will if not promptly checked, more frequent by impunity.

We have, &c.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 35.

A LIST of Vessels which have Sailed from the Port of Loanda for St. Thomas, between October 1, 1861, and January 8, 1862.

Date.	Name of Vessel.	Rig.	Name of Captain.	Number of		
				"Escravos."	"Libertos."	" Pretos livres."
1862						
Oct. 2	D. Antonia ..	Steamer ..	A. J. Ramalho ..	..	10	52
" 3	Andorinha do Tejo ..	Brig ..	E. A. Pereira ..	10	..	12
" 21	Zaire ..	Steamer ..	C. C. de F. Ferreira ..	2	8	79
Dec. 6	D. Pedro ..	Ditto ..	J. P. Leitão ..	..	10	70
" 8	Tarugo II ..	Brigantine ..	J. d'O. Faneco ..	..	10	20
" 10	Sofia ..	Brig ..	A. Netto ..	..	10	25
" 25	Liberdado ..	Brigantine ..	J. A. Esteves ..	10	..	21
Jan. 8	Estaphania ..	Steamer ..	T. A. Oliveira ..	..	..	118
				22	48	397
						48
						22
						467

St. Paul de Loanda, January 8, 1862.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

No. 36.

Her Majesty's Commissioners to Earl Russell.—(Received March 14.)

My Lord,

Loanda, January 15, 1862.

WE have great pleasure in announcing to your Lordship the further successful proceedings of Her Majesty's steamer "Ranger," Commander Wratislaw, employed in the suppression of the Slave Trade on this part of the coast.

2. On the 1st instant, whilst cruising off Mangué Grande, and within a few miles of the spot in which she captured the "*Lyra*" in October last, the "Ranger" observed a vessel of suspicious appearance, and proceeding in chase, shortly afterwards succeeded in capturing a schooner with about 500 slaves, who had been embarked two days previously.

3. There were neither papers nor colours on board, and Commander Wratislaw immediately dispatched her to St. Helena for adjudication in the Vice-Admiralty Court at that place.

We have, &c.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

No. 37.

Her Majesty's Commissioners to Earl Russell.—(Received April 2.)

My Lord,

Loanda, January 27, 1862.

IN pursuance of the instructions issued for the guidance of Her Majesty's Commissioners at this place, requiring them to transmit, at the end of each year, a certified copy of the Register of Slaves who may be emancipated under sentence of the Court, we have now the honour to inclose, for your Lordship's information, the register in question made up to the end of the year 1861.

No register was sent for 1860, owing to the great difficulty which Her Majesty's Commissioner has experienced, since resuming his duties, in ascertaining correctly the number of negroes surviving from those captured in the launches "*Tigre*" and "*Paquete de Moanda*," adjudicated in October of that year, and how they had been distributed or disposed of.

Mr. Gabriel has only within the last week succeeded, with the assistance of the Curator of the Board of Superintendence, in obtaining the information requisite

to enable us to complete this register; and, under these circumstances, we have deemed it best to make it up to the end of the past year, and to include in it, not only the number of slaves from the above-mentioned vessels, but also from the "*Maria Isabel*," adjudicated on the 6th March, 1861, which were delivered into the charge of the Board of Superintendence at its first meeting on the 1st May last.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 37.

REGISTER of Slaves, Natives of Africa, liberated by the British and Portuguese Mixed Commission established in the City of St. Paul de Loanda.

Vessel in which Captured.	Number of Slaves.		Date of Liberation.	Number of Slaves Liberated.	Number of Slaves delivered to Board of Superintendence.	In the enjoyment of full liberty.	Dead.	Absconded.	Observations.
	Males.	Females.							
Portuguese boat, without name.	4	...	1845 March 29	4	...	4	...	...	Enlisted in the Portuguese navy.
Portuguese launch "Fortuna".	20	...	1848 March 27	20	...	16	3	1	Two enlisted in the Portuguese land forces.
Portuguese launch "Tigre".	70	...	1860 Oct. 30	...	40	...	2	5	The survivors of the slaves captured in this vessel were delivered over to the Department of Public Works at Loanda, on September 1, 1860. Sentence was not pronounced on the "Tigre" until the 30th October following; and no record exists to show how many were surviving on that date. They remained in charge of the Department of Public Works until May 1, 1861, when 40 only were handed over to the Board of Superintendence for disposal.
Portuguese palhabote "Paquete de Moanda".	3	2	1861 Oct. 30	...	5	...	...	2	The 33 slaves captured in this launch were delivered over to the Department of Public Works in January 1861. Sentence was not pronounced until the 6th March following, and no record exists to show how many were surviving on that day. They remained in charge of the above-mentioned Department until May 1, 1861, when 27 only were handed over to the Board of Superintendence.
Portuguese launch "Maria Isabel".	33	...	March 6	...	27	...	1	...	
Slaves liberated in 1845	-	-	-	-	4	Liberated slaves deceased	-	-	6
Ditto 1848	-	-	-	-	20	Ditto absconded	-	-	8
Ditto 1860	-	-	-	-	45	In the enjoyment of full liberty	-	-	20
Ditto 1861	-	-	-	-	27	Existing on December 31, 1861	-	-	62
Total number of slaves liberated up to December 31, 1861				96					96

Loanda, January 27, 1862.

(Signed) EDMUND GABRIEL.

No. 38.

Her Majesty's Commissioners to Earl Russell.—(Received April 12.)

My Lord,

Loanda, January 31, 1862.

WE have the honour to inclose herewith the joint Report of the British and Portuguese Commissioners which Article XI of Annex B makes it incumbent on them to transmit annually to each Government.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 38.

Annual Report of the Mixed Commission.

Report for the year 1861, which the British and Portuguese Mixed Commission established at St. Paul de Loanda in virtue of the Treaty of the 3rd July, 1842, concluded between Great Britain and Portugal for the Suppression of the Slave Trade, is to transmit to each of the respective Governments, in conformity with Article XI of Annex B to the said Treaty.

1. *Cases submitted for Adjudication.*

1. The launch "*Maria Isabel*," belonging to Joaquim Martins Pamplona, Portuguese subject.

This launch, having on board a cargo of slaves which she had shipped near Ambrizette for conveyance to the River Congo, was chased by His Most Faithful Majesty's cruiser "*Don Pedro V*," on the 20th January, 1861, in latitude 6° 46' south, and longitude 12° 35' east, and on the approach of that cruiser was upset.

Thirty-three slaves only out of her cargo of eighty were subsequently rescued from drowning, and one of the crew, a native of Cabinda, was captured.

The case was brought before the Mixed Commission in a despatch from Lieutenant F. P. de V. Pinho, commanding the "*Don Pedro V*," dated January 23, 1861, which vessel having on board the 33 slaves referred to, arrived in this port on that date.

The Court met to take cognizance of the case on the 20th February, 1861, and the Cabinda man who had been saved from the "*Maria Isabel*" having been examined, declared that all the slaves which had been brought to this port in the "*Don Pedro V*" were taken from the launch "*Maria Isabel*," whereof Pamplona and one Oliveira, residing at Ponta da Lenha, were owners; and that the said launch having been upset at sea, when chased by the "*Don Pedro V*," some slaves had been drowned, but that all the crew had been saved by swimming on shore.

A sitting for the judgment of the case was held on the 6th March, when the Commissioners decided that the circumstances under which this vessel had been destroyed, warranted them in proceeding to pronounce a sentence of emancipation on the 33 slaves saved from the "*Maria Isabel*," and they decreed that certificates of emancipation should be given to them accordingly.

2. The English brig "*Lord of the Isles*," belonging to R. A. Granger, of the Cape of Good Hope, John McKenzie, Master, detained on the 24th day of January, 1861, by the Fiscal Authorities at Mossamedes, on suspicion of being engaged in the Slave Trade.

This ship arrived at Loanda on the 5th February, 1861, and the case was submitted to the Court in a despatch from the General Government of the Province, covering copies of all papers and documents transmitted by the Portuguese authorities at Mossamedes, relating to the detention of the "*Lord of the Isles*."

On the 6th March, 1861, the Court of Mixed Commission having assembled for the purpose of considering the question of its competency to take cognizance of the case of the "*Lord of the Isles*," resolved that this vessel having been detained by the Fiscal authorities, of Mossamedes, under the Decree of the 10th December, 1836, and whilst at anchor in that port, and not having been seized by any British or Portuguese cruiser in virtue of the Treaty of 3rd July, 1842, under which the Mixed Commission is established, the case did not fall within the jurisdiction of the Court, but appertained to the "*Tribunal de Prezas*," created by the Decree of the 14th of September, 1844.

The Court therefore ordered that all the papers and documents respecting the detention of the "*Lord of the Isles*" should be returned to the General Government of this Province for the necessary and legal purposes.

2. *Condition of the Liberated Negroes.*

All the negroes liberated by this Commission prior to 1860 have been granted their full and permanent liberty.

In 1860 there were 75 negroes captured on board two launches, the "*Paquete de Moanda*" and "*Tigre*," brought before this Commission for adjudication, and condemned on the 6th October of that year.

In 1861, 33 negroes were captured on board the "*Maria Isabel*," which vessel was condemned on the 6th of March.

These together make 108 negroes captured in the two years above-mentioned; of which number 98 survivors were delivered to the Department of Public Works as follows:—

September 1, 1860	..	..	..	..	..	..	..	56
September 17, 1860	..	..	..	..	..	..	..	9
January 1861	..	..	..	..	..	..	..	33
Total	..	..	..	..	..	..	..	98

and that they remained there until the Board of Superintendence met for the first time on the 1st May, 1861.

On that date the Board took charge of the negroes then reported as existing in the Department of Public Works, altogether 72, whereof his Excellency the Governor-General is informed that 17 died and 9 absconded; and on the 15th of the same month it authorized their being distributed as follows:—

To private individuals	..	..	..	..	..	..	24
Municipal Chamber	..	..	..	..	..	..	41
Department of Public Works	..	..	..	..	..	..	6
Government Depôt	..	..	..	..	..	..	1
Total	..	..	..	..	..	..	72

Of these 4 have died and 7 have absconded during the past year, leaving, on the present date, 61 liberated negroes under the charge of the Board of Superintendence.

3. *General Information respecting Liberated Negroes.*

On the 23rd of November, 1861, 27 of the negroes which had been temporarily conceded to the Municipal Chamber were returned to the Government Depôt, the Chamber no longer requiring their services. Twenty-three of them were subsequently distributed out to private individuals by the Board of Superintendence; one has since died in the hospital, and three are still in charge of the Provincial Government.

The whole of the negroes now under the charge of the Board are in good health, and well treated by their respective masters. They are, for the most part, young, none being more than 25 years of age, and the majority of them about 18. They are generally employed as domestic servants, but from the short time which has elapsed since they were actually placed under the care and supervision of the Curator, no satisfactory report can yet be submitted as to the progress made by them in their religious education.

Hall of Sessions of the British and Portuguese Mixed Commission at

St. Paul de Loanda, January 30, 1862.

(Signed)

SEB. LOPES DE CALHEIROS E MENEZES,
Governor-General.

EDMUND GABRIEL,
British Commissioner.

No. 39.

Her Majesty's Commissioners to Earl Russell.—(Received May 4.)

My Lord,

Loanda, February 28, 1862.

WE have the honour to acquaint your Lordship that the American barque "*White Cloud*," a suspected slaver, arrived in the River Congo a few days since, and, we are happy to say, met a just and well-merited end. In endeavouring to ascend that river, she grounded off a point called Scotchman's Head; and the natives, who have lately given a good deal of trouble to the Europeans residing there, made a dash at her in force with a number of canoes, and were soon in possession of her.

2. The captain and crew immediately abandoned the vessel; and, destitute of everything but the clothes they stood in, arrived at the French factory at the mouth of the river. Four of the crew, being too ill to accompany the rest, were left on board the barque; these the natives subsequently put into a boat, and giving them one oar, sent them drifting out to sea, where they were afterwards picked up.

3. On taking possession of the "*White Cloud*," the natives proceeded to destroy the rigging and plunder the whole of the cargo, consisting principally of agioardente, tobacco, and slave-fittings; and so quickly and effectually was she stripped of everything, that when the slave-dealers at Ponta de Lenha sent their boats to the vessel's assistance, it was deemed best to complete the work of destruction by setting her on fire, which they accordingly did.

We have, &c.

(Signed)

EDMUND GABRIEL.
H. V. HUNTLEY.

No. 40.

Her Majesty's Commissioners to Earl Russell.—(Received May 4.)

(Extract.)

Loanda, March 8, 1862.

ADVERTING to the reports which it has recently been our painful duty to make to your Lordship, regarding the system of transporting slaves from this Province to the Island of St. Thomas, we think it right to lose no time in informing your Lordship that the Portuguese brig "*Sophia*," which sailed hence on the 10th December last with 35 of these negroes, and having also a quantity of cattle on board for St. Thomas, has succeeded in shipping a cargo of 600 slaves in the Congo, and, with the Portuguese flag flying, left that river in the early part of last month for Cuba.

We have received this information from different reliable sources here, and it has just been confirmed by Commander Raby, V.C., of Her Majesty's ship "*Alecto*," who recently visited the Congo, and was made acquainted with the fact by three persons employed in the English and Dutch factories there.

Commander Raby has been for some time past employed as Senior Officer of this Division of the squadron, and departed yesterday on his voyage to England via Lagos. He has always afforded us his most cordial and zealous co-operation carrying out our duties here. He is, moreover, thoroughly acquainted with in everything that is passing in this province, and as your Lordship may be desirous of receiving the latest information regarding the proceedings of the slave-dealers on this coast, we have no doubt of the capability of Commander Raby to inform you upon the subject.

We purpose bringing the circumstance of the escape of the "*Sophia*" under the notice of the Governor-General, and urging him to enforce the penalties of the

law against the parties concerned in this criminal transaction. We shall hereafter have the honour to lay the result before your Lordship.

In the meantime it is our disagreeable duty to state that the practice of embarking negroes at this port for St. Thomas continues to be carried on in the most open and scandalous manner.

The Portuguese brigantine "Clé" left this harbour to-day with 40 of these negroes on board, shipped by a Portuguese subject here named José de Jesus Rodrigues, who, as we are informed, purchases them at the rate of about 30 dollars each, and—some form of emancipation having been gone through—they will, no doubt, appear in the ensuing week's official Gazette as "pretos livres;" but we are told on very credible authority that small coasting-craft, palhabotes, schooners, and large launches, the names of which do not appear, in the lists of departures published in that journal, are constantly sailing hence with cargoes of these unfortunate beings destined for St. Thomas.

We have only to add, my Lord, that each succeeding act of the local authorities confirms us in the conviction that neither humanity nor justice in this matter can be expected at their hands. We cannot indulge in the hope that any measures of prevention or punishment may be expected from the Government here, and it is alone to the decision and energy of Her Majesty's Government that we must look for the enforcement of that Treaty, the stipulations of which are now being systematically violated.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 41.

Her Majesty's Commissioners to Earl Russell.—(Received May 4.)

My Lord,

Loanda, March 12, 1862.

SINCE writing our preceding despatch, it has occurred to Her Majesty's Commissioner, as a circumstance not unworthy of being brought under your Lordship's cognizance, that some of the largest shareholders in the "União Mercantil" Company, whose steamers run between this place and Lisbon, are British subjects residing in that city and in London, and as a great proportion of the negroes now being shipped to St. Thomas are conveyed in those steamers, we beg leave to submit whether the parties referred to cannot be held to be amenable to the statutes prohibiting Her Majesty's subjects from aiding and abetting the Slave Trade, or embarking capital therein, and liable to the penalties prescribed for those penalties.

2. Should it be found that the employment of British capital in such a manner comes within the prohibitions and terms of the 4th, 5th, and 10th sections of the Consolidated Slave Trade Abolition Act (5 Geo. IV, cap. 113), we do not hesitate to say that, in our opinion, even a warning from Her Majesty's Government to the British subjects interested in the "União Mercantil" Company might have a very salutary effect.

3. We forward this, together with our preceding despatch, under flying seal, to Her Majesty's Minister at Lisbon.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 42.

Her Majesty's Commissioners to Earl Russell.—(Received May 12.)

My Lord,

Loanda, March 25, 1862.

WE have the honour to inclose a copy of a despatch which we have addressed to the Governor-General, in pursuance of the intention intimated in our correspondence by the last packet, respecting the escape of the Portuguese brig "*Sophia*" with a cargo of slaves, and the forcible conveyance of negroes from this province to St. Thomas.

2. We are not sanguine, my Lord, as to any favourable effect being produced by the representations which we have felt it our duty to submit to the Governor-General in this despatch, but, pending the receipt of his Excellency's reply, we forbear to express any further opinion on this point. In the meanwhile, however, we may be permitted to say, that we humbly hope your instructions, in reply to the despatches which we have already had the honour to address to you, may enable us successfully to combat the course which is now being pursued.

3. Your Lordship will find that in the inclosed despatch reference is made to a case which recently came to our knowledge, in which between 30 and 40 of these negroes were embarked in a small palhabote of less than twenty-five tons, which was afterwards met at sea, off the River Congo, by a Portuguese merchant-vessel, and, being short of water, the unfortunate beings destined for St. Thomas were in a state of great suffering.

On mentioning this circumstance to the Governor-General, and pointing out to him that the Portuguese law regulating the conveyance of emigrants prescribes that not more than 2 are to be received on board for each five tons burthen of the vessel, Her Majesty's Commissioner was immediately met by the expression of his Excellency's opinion that the law in question referred only to the conveyance of emigrants in voyages on the high seas, but that in coasting voyages no limit as to number was prescribed. Senhor Calheiros, contrary to the expectation of Her Majesty's Commissioner, argued that voyages between this Colony and St. Thomas are strictly coasting voyages, and that, therefore, the law to which Mr. Gabriel alluded was not applicable to vessels conveying negroes from the one Colony to the other.

Her Majesty's Commissioner never, throughout his long residence here, heard it advanced before that the trade between this province and St. Thomas is, or can be considered as, coasting trade. The Colonies are under separate and distinct Governments, wholly independent of each other, and we believe that the laws and Customs regulations of each, regarding coasting trade, are never applied to vessels sailing between them.

4. Referring to the last paragraph of the inclosed despatch, Her Majesty's Commissioner begs to state that he deemed it expedient to insert it in consequence of an observation which fell from the Governor-General at a recent interview between them.

When discussing the subject of transporting negroes to St. Thomas, Senhor Calheiros expressed his belief that the public feeling in England, which had prompted all the sacrifices made by her in favour of the African race, was not now so strong as formerly, and that the policy of other European Powers on the subject of slavery had, of late years, been somewhat modified.

What may have given rise to such a remark on the part of the Governor-General, Mr. Gabriel will not presume to say; but he thought it his duty at once to undeceive his Excellency on this point, and to declare his conviction that neither the views of the persons at present composing the Government and Council of Her Majesty, nor the feeling of the nation at large, had undergone any change on the question of slavery and the Slave Trade, and that most assuredly no lukewarmness, no relaxation of the measures of suppression adopted by your Lordship and the Administration of Viscount Palmerston was to be expected.

5. Her Majesty's Commissioner begs to assure your Lordship that he shall not fail to keep his attention directed closely to the subject of the removal of slaves hence to St. Thomas, and he hopes to be honoured with the support of Her Majesty's Government in opposing a system which, if not put an end to, must encourage and revive the Slave Trade here in all its force.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

P.S.—We transmit this despatch, under flying-seal, to Her Majesty's Minister at Lisbon.

E. G.
H. V. H.

Inclosure in No. 42.

Her Majesty's Commissioners to the Governor-General of the Province of Angola.

(Extract.)

Loanda, March 24, 1862.

WE regret to be under the necessity of placing within the knowledge of your Excellency a case which has recently occurred of the shipment of a cargo of slaves on board a Portuguese vessel which sailed from this port with negroes for St. Thomas.

The brig "*Sophia*," Captain A. Netto, which cleared out hence on the 10th December last, having on board negroes and cattle for St. Thomas, left the River Congo in the early part of last month under the Portuguese flag, with a cargo of about 600 slaves, whom she had shipped in that river for Cuba, in contravention of the Treaty subsisting between our respective nations for the abolition of this barbarous and piratical Traffic.

A report to this effect has been current here for some time past, but being desirous not to trouble your Excellency on mere rumour, we waited until we had satisfied ourselves of its correctness. The commander of Her Majesty's steamer "*Alecto*" having recently visited the Congo, and brought us a full confirmation of the fact, on the authority of three gentlemen residing in that river, who saw the "*Sophia*" proceed to sea with slaves on board and with the Portuguese flag flying, we now feel it our duty to make this communication, and in doing so, we feel confident the most rigorous measures will be adopted by your Excellency to trace out and bring to punishment the authors of this criminal and disgraceful transaction, and all parties concerned therein.

Whether the "*Sophia*" ever made her appearance at St. Thomas after leaving this port, and, if so, what measures were taken by the authorities at that island to prevent her from engaging in the Slave Trade, or what securities were given by the parties interested in her at the Custom-house at St. Thomas, in accordance with the requirements of the Decree of the 10th December, 1836, are matters upon which we have no means of acquiring correct information, but which will probably be elucidated in the course of any investigation which your Excellency may think fit to institute.

This vessel, however, being one of several which during the past year have been employed in the conveyance of negroes from this province to St. Thomas, we are naturally led to refer to this subject, which has now become one of so much interest and such great magnitude that we have felt it our duty, as Her Majesty's Commissioner recently had the honour of personally informing your Excellency, to submit full and detailed reports thereon to the Government of Her Majesty the Queen.

It has been stated to us that upwards of 2,000 negroes have been conveyed hence to St. Thomas since the 1st of January of the past year. We cannot vouch for the accuracy of this statement, but we do not think that it will be found to be very far from the truth.

We should consider ourselves as betraying the cause in which our respective Governments have taken so honourable a part, and departing from that friendly intercourse which it is our wish to cultivate with your Excellency, were we not to inform you that it has been reported to us that the negroes now being transported in large numbers from this province to St. Thomas are for the most part purchased at Loanda by private individuals for the express purpose of being shipped for that island, and although it may be true that the parties who embark them here are most careful to arm themselves with every necessary document to show that the forms of emancipation have been duly gone through prior to embarking them, there can be no doubt, according to the information which has reached us, that these Africans, who are of the rudest and most unenlightened class, recently brought in from the interior, are subjected to forcible expatriation.

Although, by this plan of previous manumission, it may appear to your Excellency that the letter of the Slave Trade Convention between Great Britain and Portugal is not infringed, yet the great objection still remains—that the whole system is founded and depends upon the purchase and sale of human beings, and that it not only operates, both in principle and effect, to encourage that criminal Traffic, which the repeated declarations, as well as the mutual engagements, of the two Governments bind them by every means in their power completely to suppress, but is eminently calculated to revive a spirit of slave-dealing in the interior, the which, from the want of a market, had become well nigh dormant in the Portuguese Possessions on this part of the coast, to the incalculable advantage of their commerce and civilization.

We do not, Excellent Sir, pretend to say that the Treaty of 1842 can be interpreted as preventing a system of emigration from this province to St. Thomas, provided it is *bonâ fide* voluntary. His Most Faithful Majesty's subjects of the African race are as free, we presume, to go to St. Thomas as any of His Majesty's subjects are to go from any one part of the Portuguese dominions to any other. But will any person, acquainted with this country and its inhabitants, venture to say that 2,000 negroes could be found in Loanda in one year, who of their own wish and free consent would emigrate to St. Thomas? Between two Colonies, in both of which the condition of slavery yet unhappily exists, it must obviously be most difficult to guard against abuse in such a practice—to guard against any possibility of an invasion of the liberty of the negro, and to ascertain that he is really and practically free; not only that he goes by his own wish and free consent, but that no fraud or imposition has been used. Should it be shown in any manner whatever that, despite their emancipation, these Africans have been torn from their native country and carried to St. Thomas by force, then we submit that such a proceeding is opposed to the letter and spirit of the Treaty by which the two Crowns are bound; and under whatever denomination, or with whatever formalities, they may be embarked here, and landed at St. Thomas, the vessels conveying them, and all parties concerned therein, become liable to the penalties prescribed in the Treaty in question.

Whilst addressing your Excellency on this subject, we cannot refrain from referring to another point connected with the mode of conveying these negroes; it is, that the number of them stowed away on board some of the small vessels trading between this place and St. Thomas is excessive in proportion to the capacity of the vessels themselves, and that in some cases, we are informed, extreme misery is the result. We have heard of an instance in which the number of negroes exceeded by more than one-half the number of tons burthen of the vessel; and the small quantity of water which the latter was capable of stowing having been all consumed before she had proceeded half way on her voyage to St. Thomas, she was fallen in with by a Portuguese merchant-vessel at sea, with her cargo of negroes in the most deplorable condition.

Her Majesty's Arbitrator, whilst acting as Commissioner during the absence of his colleague, in April of last year, officially submitted to your Excellency the facilities which, in his opinion, might be afforded to the operations of the slave-dealers by making St. Thomas a dépôt for collecting slaves previous to their being shipped for Cuba. If your Excellency would do us the favour to refer to a Memorandum containing information regarding the movements of vessels engaged in the Slave Trade, which we recently had the honour of communicating to you, and in which it is stated that an American vessel called the "*African*," Captain Lane, had landed a cargo of slaves on the Cuban coast in August last year, from St. Thomas on the West Coast of Africa, we feel convinced that your Excellency must acknowledge the above-mentioned opinion to have been well founded.

In submitting these brief remarks, we confidently hope that your Excellency will believe us to be animated only by a sincere desire to carry completely into effect the abolition of the fatal Traffic in human beings, a Traffic alike abhorred and reprobated by both our Sovereigns and Governments.

We are able to assure your Excellency, in conclusion, that the national feeling in England, on this momentous question, is as strong now as ever it was; and that the statesmen and parties who are the representatives of that feeling, are not less vigilant, nor less zealous and desirous, now, than they have ever been, to effect the final extirpation of a Traffic which has not only carried desolation to Africa, but checked the course of civilization, and already doomed so many human victims to misery and torment.

No. 43.

Consul Sir H. Huntley to Earl Russell.—(Received June 12.)

My Lord,

Loanda, April 7, 1862.

ADVERTING to the joint letter addressed to the Governor-General of the Province of Angola by Her Majesty's Commissioners, dated the 24th of March last, a copy of which will be now before your Lordship, relating to the removal of negroes from Loanda to the Island of St. Thomas, under the representation of their being emigrants induced by the attraction of wages, and of their own free will seeking labour in that dependency of the Crown of Portugal, it has become my duty to place before your Lordship the letter herewith inclosed, addressed by me to the Governor-General; together with a copy of a Portaria with which I have been provided by the Secretary to the Government; two notes framed by me for my own guidance; and lastly, the copy of a despatch addressed by the order of the Earl of Clarendon, then Her Majesty's Secretary of State for Foreign Affairs, to Mr. Brand, at that time Vice-Consul at Loanda.

2. I have now, my Lord, the honour of detailing the circumstances which have originated the remission of these several papers, and the proceedings relating also to them.

3. Your Lordship will probably have in possession the letter jointly addressed by Her Majesty's Commissioners on the 24th of March last to the Governor-General upon the subject, stated in the first paragraph of this despatch.

4. It was in reply to that despatch that upon the 1st of April I received a letter from the Secretary to Government, by order of the Governor-General, dated the 27th of March last, directed to me as "Her Britannic Majesty's Consul," but having ascertained the nature of this letter, I thought it might have been incautiously directed, and in the evening, under that impression, I called on the Secretary to the Government to have the direction altered, and "Her Majesty's Commissioners" substituted for "Her Majesty's Consul."

5. I, however, learnt from the Secretary to the Government, that the letter was directed to the "Consul" by order of the Governor-General; and I was informed in addition, that the Governor-General considered the letter addressed to him on the 24th of March last, by Her Majesty's Commissioners, to involve a question with which Her Majesty's Consul, as the British Diplomatic Agent here, alone should deal, and that it did not belong to the office of Her Majesty's Commissioners, whose powers the Governor-General believed to be limited to the superintendence of matters actually in Court.

6. I replied that I could not entertain a similar view, and expressed my fear that if the present direction of the letter addressed to me was maintained, it would be my duty to decline receiving it.

7. The same night I sent a note to Her Majesty's Commissioner, Mr. Gabriel, stating that I would call upon him in the morning, having a matter of consequence to disclose; and, as a guide to myself, I made the two notes forming Inclosure No. 3.

8. The next morning, April 2, I met Her Majesty's Commissioner. Having stated the whole case as it stood, I produced the guiding notes I had made the previous evening; and upon referring I found in a despatch sent by order of the Earl of Clarendon, dated May 19, 1854, to Mr. Brand, then Vice-Consul at Loanda, a case so similar to my own in principle, that the slender doubt I had at all sustained as to the propriety of declining to receive the despatch of the Secretary to Government of the 27th of March last, was altogether dissipated. A copy of the despatch sent by order of Lord Clarendon forms Inclosure No. 4.

9. Considering this despatch so conclusively supporting my own view in a case so extremely similar, I took it with me, and in the evening I called upon the Secretary to Government to whom I read it, hoping that it would convince the

Governor-General of the impossibility of my receiving the letter of the 27th of March last, under the direction it bore; and I farther left the despatch with the Secretary, as the Governor-General is staying upon the opposite island to recruit his health, and would not be in the town till the next morning.

10. On the evening of the 3rd April the Secretary to Government, who is too unwell to leave his rooms, invited me to call upon him, which I did. He informed me that the views of the Governor-General remained without change. The question, he maintained, was beyond the cognizance of Her Majesty's Commissioners, and therefore the letter must remain addressed to me as the Diplomatic Agent at Loanda of Her Britannic Majesty. This communication I held to be final, and I withdrew.

11. On the 4th of April I addressed the letter which forms Inclosure No. 1, to the Secretary to Government, accompanied by the letter which I had declined to receive for the reasons already stated, and sent both.

12. Your Lordship will now permit me to observe, that during these conferences I repeatedly asked the Secretary to Government to explain upon what foundation the Governor-General considered the subject embraced by the letter of Her Majesty's Commissioners one over which those authorities had no control. I pointed out that their letter originated in a belief that sundry persons in this Province were surreptitiously sending negroes to St. Thomas's Island, under the plea of their being voluntary emigrants, but in reality to be sold as slaves, also that Her Majesty's Commissioners thereby considered the Treaty of the 3rd of July, 1842, to be infringed; that that Treaty was neither mercantile nor territorial, but one standing by itself, as a means for suppressing the Slave Trade; and lastly, that Her Majesty's Commissioners were its actual guardians, in co-operation with others, and therefore enjoyed an unquestionable right to be heard upon any event which connected it with slavery, actual or suspected.

13. I conceive, my Lord, that Her Majesty's Commissioners are not placed here merely to judge and report upon cases which may call the Court of Mixed Commissions into session, but that they are empowered and required by their respective Governments to notice every occurrence that may appear to them even an intrusion, much more an infraction of the Treaties which exist between Great Britain and Portugal for the suppression of the Slave Trade.

14. If then, my Lord, my view of the duty of Her Majesty's Commissioners is correct, they have an undoubted right to address communications to the Governor-General upon events threatening to abridge the liberties of classes protected by the Treaties mentioned, and consequently have an equal right to expect a reply to their communications.

15. In the hope of sparing your Lordship the amount of correspondence which will ensue, I had urged the foregoing arguments, unhappily without success; and I conclude by submitting to your Lordship that had I, as Her Majesty's Consul, in the presence of Her Majesty's Commissioners, consented to have received the letter of the 27th of March from the Secretary to Government, I should have established a precedent manifestly prejudicial to the future action of those to whom the care of the liberty of the negro shall be confided, and have intruded upon, if not usurped the powers of the Commissioners themselves; but having seen the despatch of Lord Clarendon upon a case in principle quite parallel, had I accepted the functions of Diplomatic Agent—a position which from the first moment I had repudiated—I should have committed an error that would have justly, I submit, my Lord, exposed myself to the severest disapprobation.

I have, &c.

(Signed) H. V. HUNTLEY.

Inclosure 1 in No. 43.

Consul Sir H. Huntley to the Secretary-General to the Government of Angola.

Sir,

Loanda, April 4, 1862.

THE necessity of obtaining a translation of your letter dated the 27th of March last, in the first place caused some delay in proceeding with it; and secondly, in consequence of that letter having been addressed to me in my capacity of Her Britannic Majesty's Consul, though replying to a communication addressed by Her Majesty's Commissioners to his Excellency the Governor-General, dated the 24th of March last, relating to matters connected with the Slave Trade, a further delay took place, as it became a question whether or not, as Consul, I could receive a letter, in the presence of Her Majesty's Commissioners, replying to one that had been addressed, as before stated, by those authorities upon a question in their opinion purely belonging to the Slave Trade.

I beg now to request the favour of your informing his Excellency the Governor-General that I have given the question of my competency to receive a letter, under such circumstances, my most unreserved consideration, and that, having carefully examined the several despatches relating to the free communication between the authorities of His Most Faithful Majesty and those of Her Britannic Majesty at Loanda, I conceive myself compelled, for the following reasons, to conclude—

1st. That in these despatches, as also in the Portaria with which you have considerably furnished me, it is clearly agreed that the Commander of the British squadron, and also the British Commissioner, should enjoy the privilege of freely communicating with the Portuguese authorities on all subjects connected with the Slave Trade.

2nd. I am unable to find in any of the documents mentioned, any privilege conferred upon any authority to address matters connected with the Slave Trade to Her Majesty's Consul, in the presence of Her Majesty's Commissioners.

3rd. Whatever may be the urgency involved in the present instance, it is very clear that that urgency can find no relief in addressing Her Majesty's Consul, more than it would had the reply of his Excellency been addressed primarily to Her Majesty's Commissioners.

4th. In the despatch dated May 19, 1854, which you did me the favour to peruse and place before his Excellency the Governor-General for consideration, I find distinct orders sent by the Earl of Clarendon, then Her Majesty's Secretary of State for Foreign Affairs, to the British Consular authority at Loanda, informing him that he not only should have declined to receive a letter from Captain Graça (then acting as Governor of this province) upon a subject connected with the Slave Trade, but also that he should have referred Captain Graça to the British Commissioner, as the only authority to whom he could properly address himself on such occasions. Certainly the British Consular authority was also in this despatch directed to communicate any such letters which might afterwards be addressed to him, to the British Commissioner; but this direction cannot diminish the strength of the preceding very clear order.

Under this view of the position in which I find myself, and in order to complete my obedience to the commands contained in the Earl of Clarendon's despatch, already quoted, I have to request that you will acquaint his Excellency the Governor-General that I must decline the reception of the communication addressed to me, and herewith inclosed, influenced only by a rigid sense of duty, and with the most unqualified feeling of respect for himself, and for the high office he holds by order of His Most Faithful Majesty.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 2 in No. 43.

Portaria.

(Translation.)

Naval and Colonial Department, Section of Colonies.

HIS Majesty the Regent, in the name of the King, ordains through the Secretary of State for the Colonies and Navy, that it be made known to the Governor-General of Angola, for his information and the due purposes, that the British Minister in this Court, in addition to the notes of his predecessors, solicited permission for the Commander of the British Naval Station and the British Commissioner in the Mixed Commission at Loanda to correspond freely with the said Governor-General upon matters of the Slave Trade. The requested permission was granted to be used only when in regard to the said matters, and when the urgency may be such as not to permit to await without inconvenience its discussion through the established course. This being under date transmitted to the Foreign Office for the proper purpose.

Palace, February 14, 1854.

(Signed) VISCOUNT ATHOGUIA.

Inclosure 3 in No. 43.

Notes made on the 1st of April, 1862, after returning from the Interview with the Secretary to Government.

1st. Not competent for Her Majesty's Consul to receive replies to despatches written jointly by Her Majesty's Commissioners, those Commissioners being present.

2nd. Not competent for the Arbitrator to receive replies to such despatches when the Commissioner is not operated by any legal impediment.

(Signed) H. V. HUNTLEY.

No. 44.

Her Majesty's Commissioners to Earl Russell.—(Received July 10.)

My Lord,

Loanda, April 1, 1862.

WE have the honour to acquaint your Lordship that Her Majesty's steamer "Griffon," Commander Perry, whilst proceeding to this place with the last mail from Fernando Po on the 27th ultimo, fell in with a barque and a schooner in company, off Black Point, in latitude 5° south, and longitude 11° 45' east.

2. Commander Perry immediately sent a boat to cut off the schooner whilst he proceeded in the "Griffon" in chase of the barque, and having soon come up with her, he found her to be fitted in every respect for the immediate reception of a cargo of slaves, which, to the number of 800, she was to have shipped the following morning at Black Point, for the Island of Porto Rico.

3. This barque, which was about 400 tons, was destitute of all proofs of nationality, nor were there any papers found on board from which her name could be ascertained; but, from the statement of some of the crew, it appeared that she had sailed from New York on the 1st December last, and touched at Campeche, in Mexico, where the necessary equipment was completed.

4. Later in the afternoon of the same day the officer who had been detached from the "Griffon" in pursuit of the schooner, returned on board in charge of that vessel, having found her abandoned by her crew, and fully equipped for the conveyance of slaves.

5. This schooner being small, and incapable of safely undertaking a voyage to St. Helena, Commander Perry, after causing her to be surveyed, destroyed her by fire, sending the necessary evidence to St. Helena, in order that the case might, with that of the barque, be brought before the Vice-Admiralty Court in that Colony for adjudication.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 45.

Her Majesty's Commissioners to Earl Russell.—(Received August 11.)

My Lord,

Loanda, April 8, 1862.

WITH reference to your Lordship's despatch of the 16th January last, which reached us by Her Majesty's ship "Griffon" from Fernando Po on the 31st ultimo, we have now the honour to inclose copies of letters which, in fulfilment of the instructions therein contained, we have addressed to the Governor-General and to the Senior Officer of Her Majesty's naval forces on this division of the Station.

2. Your Lordship will perceive that in our communication to the Governor-General we took occasion to refer to the Portuguese brigantine "Libertade," which is now preparing to receive a number of these negroes for conveyance to St. Thomas. A copy of that, as well as of our previous letter to the Governor-General on this subject, dated the 24th ultimo, we inclosed to Captain Smith, of Her Majesty's ship "Torch," at present in command of Her Majesty's ships on this part of the coast, forwarding our letter to that officer by Her Majesty's ship "Griffon," which left this port yesterday.

3. In addressing ourselves to the Senior Officer we also deemed it expedient to request his aid and co-operation in regard to the disposal of the negroes found on board these vessels in the event of any of them being detained.

4. By the late Earl of Aberdeen's despatch to Her Majesty's Commissioners here dated 31st December, 1844, the duty of superintending the shipment to the British West Indian Colonies of such portion of the negroes emancipated by the Mixed Court of which we are members, as, under the VIth Article of Annex B to the Treaty of the 3rd July, 1842, may from time to time be at the disposal of the British Government, was entrusted to the late Mr. Vice-Consul Brand, and a Code of Instructions was furnished to that gentleman for his guidance in performing this service.

5. No case having ever occurred of a vessel with slaves on board being captured by a British cruizer and brought before this Court for adjudication, the above-mentioned instructions have never been called into practice, and we are assured, my Lord, that considerable difficulty would be experienced in carrying them out here; indeed, we apprehend it would be quite impracticable to do so in regard to the negroes found on board the vessels to which this correspondence refers. The number of those negroes shipped on board each vessel rarely exceeds 100 or 120, and it would be impossible, we are sure, at this place, to find vessels willing to convey them to the West Indies on any reasonable terms. If they are re-landed here they may, instead of being made permanently and entirely free, be soon reduced again to a state of practical bondage, or remain permanently chargeable to Her Majesty's Government; and under these circumstances, pending the receipt of your Lordship's instructions on this matter, which we now respectfully solicit, we have deemed it prudent to suggest that should any of these vessels be detained, the negroes, on being liberated, may be transported to St. Helena in a British cruizer.

6. We can hardly anticipate that the Colonial authorities of that island will

have any objection to receiving and disposing of them in the same manner as negroes emancipated under the decrees of the Vice-Admiralty Court; but should your Lordship be pleased to approve of this measure, it would, perhaps, be desirable to communicate with the Colonial Department in order to remove any doubts on the matter.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 1 in No. 45.

Her Majesty's Commissioners to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, April 5, 1862.

IN conformity with instructions which we have recently received from Her Majesty's Principal Secretary of State for Foreign Affairs, it again becomes our duty to address your Excellency on the subject referred to in our despatch of the 24th ultimo.

Strong representations have been repeated to Her Majesty's Government, from undoubted sources, that a considerable Traffic in Slaves is carried on, chiefly in small coasting-vessels, between the mainland of this continent and the Islands of Princes and St. Thomas; and accounts have also been received from which it is to be inferred that the negroes embarked at this place for the last-mentioned island are not in the enjoyment of that freedom which it is alleged they are.

We have, in consequence, most earnestly to beg your Excellency's co-operation in putting an end to these practices, and specially to solicit your attention to the case of the brigantine "Libertade," which is now preparing, in this harbour, to receive a number of these negroes for forcible conveyance to St. Thomas.

As the best practicable means which Her Majesty's Government possess of carrying into full effect the humane objects which both Governments had in view in concluding the Convention for the suppression of the Slave Trade, we have been instructed to bring this matter under the attention of the Senior Officer of Her Majesty's ships on this part of the coast, in order that the Commanders of those ships may be instructed to exercise the power delegated to them under the said Convention, and ascertain, by strict examination and inquiry on board the packets and vessels engaged in transporting these negroes, whether they are in that state of entire and perfect freedom which may justify their removal to St. Thomas, and, if not, to detain the vessels and bring them before the Mixed Court for adjudication.

In making this communication to your Excellency, it is also our duty to request your attention to the serious responsibility which the Government of this province will incur should it be ascertained that the negroes now being embarked here for St. Thomas have been introduced into that island in violation of the Treaty-stipulations between Great Britain and Portugal.

Should the legal commerce of Portuguese subjects, or others, be in any manner impeded by the efforts of Her Majesty's cruisers in suppression of the Slave Trade, your Excellency will permit us to state, at once, that those impediments must be imputed to the undertakings of the parties concerned in the forcible removal of these negroes to St. Thomas, and not to the proceedings of Her Majesty's officers.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 2 in No. 45.

Her Majesty's Commissioners to Captain Smith.

Sir,

Loanda, April 5, 1862.

HEREWITH we beg leave to lay before you copies of two despatches which we recently addressed to the Governor-General of this province on the subject of the forcible removal of negroes from this place to the Island of St. Thomas; and in order that you may be able to form some idea of the extent to which this practice has lately been carried, we also inclose a list of the vessels which have sailed hence conveying these negroes to St. Thomas during the last three months, viz., from the 1st January to the 31st March of the present year.

This list has been extracted from the official "Gazette" published here, and shows that 469 negroes have been embarked in the period referred to; but we ought to add, that the names of several small coasting-craft which are employed in the same way do not appear in this "Gazette," and, in consequence, the number shown in this list probably falls far short of the number that actually left Loanda in the period above mentioned.

It is alleged by the Portuguese authorities, in justification of these proceedings, first, that the negroes are free, having been emancipated prior to their embarkation; and, secondly, that each of them is furnished with a passport from the Government of this province allowing him to proceed to St. Thomas.

This latter statement is no doubt true, but the passports referred to afford, in our opinion, no proof whatever of the freedom of the negro; and with regard to the first point, we have reason to believe that some papers are provided by the owners of the negroes to show that they have been emancipated. From what we have ascertained, however, there seems little doubt that this form of emancipation is only nominal—a pretext, in order to avoid the consequences of an infraction of the Treaty of the 3rd July, 1842—the negroes being, in reality, purchased at this place for exportation to St. Thomas, where they are consigned to a life of slavery, in open infringement of the stipulations of the Treaty referred to.

It therefore becomes our duty, under the instructions which we have recently received from Earl Russell, Her Majesty's Secretary of State for Foreign Affairs, to draw your attention to this important matter, and to request that steps may be taken to board and examine the vessels engaged in the transport of these negroes, in order, by strict inquiry, to ascertain whether they are *de facto* free, and if not, to detain the vessels and bring them before the Mixed Court for adjudication.

In the event of your having recourse to this measure, we must request that strict instructions may be given to

the officers charged with conducting the vessels to this port to use the utmost vigilance in preventing any intercourse between the negroes and the crew or passengers; indeed, if, under the reservation contained in the IVth Article of Annex B to the Treaty with Portugal, the negroes could be removed to the capturing ship, and conducted, with the detained vessel, to this port, it might in some measure tend to promote the ends of justice.

On referring to Article II of Annex C to the above-mentioned Treaty, you will observe that the negroes found on board vessels detained under the stipulations thereof are "to be delivered over to the Government to whom belongs the cruizer which made the capture." Should the vessel be condemned, we would certainly find it impossible, at this place, to obtain a means of sending these negroes to any of Her Majesty's West Indian possessions, and it occurs to us that the only satisfactory mode of disposing of them would be to have them transported to St. Helena, from whence they can, with facility, be sent to the West Indies; but as we are well assured that it would be equally impossible for us to find any merchant-vessel here willing to convey them to that island, we are under the necessity of earnestly requesting that you will make such arrangements as may be consistent with the other important duties of the squadron, for having the negroes conveyed to St. Helena in one of Her Majesty's cruisers as soon as possible after their liberation by the Mixed Court. It would obviously be most desirable to avoid, if possible, the necessity for their being landed at all at this place.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 3 in No. 45.

A LIST of Vessels which have Sailed from the Port of Loanda, conveying Negroes to St. Thomas', between the 1st January and 31st March 1862.

Date.	Name of Vessel.	Rig.	Name of Captain.	Number of		
				" Pretos livres."	" Libertos."	" Escravos."
1862.						
Jan. 8	Estaphania.. ..	Steamer ..	T. A. d'Oliveira ..	118	..	..
" 16	Quinta de Pontevel.	Brigantine ..	J. M. da Camara ..	20	..	10
Feb. 2	Donna Antonia ..	Steamer ..	A. J. Ramalho ..	113	..	10
Mar. 8	Clé.. ..	Brigantine ..	M. G. dos Santos ..	31	2	8
" 14	Africa	Steamer ..	J. F. Caiado ..	105	..	10
" 29	Zaire	Steamer ..	J. M. de F. Branca ..	32	10	..
				419	12	38
				469		

Loanda, March 31, 1862.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 46.

Her Majesty's Commissioners to Earl Russell.—(Received July 10.)

My Lord,

Loanda, April 15, 1862.

IN our despatch of the 26th ultimo we had the honour to transmit to your Lordship the copy of a letter which we had addressed to the Governor-General of this Province, concerning the escape of the Portuguese brig "*Sophia*," with a cargo of slaves from the River Congo, and also with reference to the forced conveyance of negroes from this place to St. Thomas'.

2. The correspondence, copies and translations of which accompany this despatch, and which we respectfully submit as one requiring immediate notice, will show your Lordship that the above-mentioned communication has been, as anticipated by us, signally unproductive of any beneficial result.

3. In reply to it, the Governor-General, advancing the doctrine which had on a former occasion been asserted by the Portuguese authorities here, viz., that the British Commissioners possessed no other powers than as members of the Mixed Court, and over matters that come before the Court, addressed a letter to Her Majesty's Consul, stating that he was alone the functionary from whom he could accept any communication relating to the Treaty between Great Britain and Portugal for the suppression of the Slave Trade.

4. Her Majesty's Consul having, as fully detailed in his despatches to your Lordship, naturally weighed and considered all the circumstances connected with this proceeding on the part of the Governor-General, and bearing in mind the instructions addressed by the Earl of Clarendon to the late Mr. Vice-Consul Brand on the 19th May, 1854, felt that he had no alternative than to return his Excellency's

letter, which he accordingly did; fully explaining, at the same time, the nature of the instructions referred to, and under which he considered himself precluded from receiving a despatch addressed to him, by direction of the Governor-General, in answer to one from Her Majesty's Commissioners, having reference to Slave Trade transactions.

5. On the 4th April, the day following that on which Her Majesty's Consul returned the Governor-General's letter, we received a communication from the Secretary to Government (Inclosure No. 1), forwarding to us "for this once only," a copy of the letter which had been, by his Excellency's commands, addressed to Her Majesty's Consul as above stated. That letter, however, had actually been returned to the Secretary to Government before this "copy" of it was transmitted to us, and, consequently, we felt it our duty to lose no time in replying to the Governor-General (Inclosure No. 2), pointing out that the paper sent us was a copy of a letter which, having been returned by the functionary to whom it was addressed, must, in our opinion, be considered, so far at least as Her Majesty's authorities here are concerned, as having no existence; and that, under these circumstances, we deemed it incumbent on us to decline to receive it.

6. In answer to this, his Excellency, on the 7th April, ordered that there should be addressed to us a communication (Inclosure No. 3), which we have now the honour to submit to your Lordship's consideration. In it he expressly states that, considering the subject of our despatch of the 24th of March last of such importance that it ought not to remain unanswered, and being of opinion, moreover, that he could not correspond directly with us upon such subjects, he had therefore, addressed his reply to Her Majesty's Consul; but that inasmuch as Sir Henry Huntley, on the one hand, had declined to receive that reply, and we, on the other, had declined to receive a copy thereof, he, therefore, returned our above-mentioned despatch of the 24th March.

7. The question of the powers of Her Majesty's Commissioners to communicate directly with this General Government on matters relating to the Treaty, having to be followed up in a correspondence with his Excellency to which we shall have to refer in a subsequent despatch, we considered the letter above referred to from the Secretary to Government as closing this correspondence.

8. We here, however, beg leave to state, for your Lordship's information, that this same question having been raised by the Portuguese authorities here in 1850, and brought under the consideration of Viscount Palmerston, at that time charged with the Department of Foreign Affairs, in a despatch from Her Majesty's Commissioner, dated December 16, 1850, his Lordship addressed a letter to Her Majesty's Minister at Lisbon, dated April 14, 1851 (printed among the papers on Slave Trade for that year, Class B, page 537), stating that Her Majesty's Government conceived that both the Commodore of Her Majesty's squadron and Her Majesty's Commissioner here ought to communicate freely with the Governor-General, and the Governor-General with them, on all matters in regard to which they can mutually assist each other in carrying into execution the Treaty engagements of the two Crowns for the extinction of the Slave Trade.

9. In 1853, on a further representation from Her Majesty's Commissioners here, this matter was again brought to the attention of the Portuguese Government, under the direction of the Earl of Clarendon, conveyed in a despatch to Her Majesty's Minister at Lisbon, dated June 26, 1853, (*vide* Class B, 1854, page 402); and ultimately the Government of His Most Faithful Majesty sent out instructions, in the form of a Portaria, to the Governor-General here, dated the 15th February, 1854, to communicate freely with the officer commanding Her Majesty's squadron, and with the Commissioner of the Mixed Commission, upon subjects connected with the Slave Trade; "but only when the urgency of the case is such as to render it inconvenient to wait a solution through the established course" (Class B, 1854, page 515).

10. It is upon this exceptional clause in the above-mentioned Portaria, that the Governor-General, although he fully recognizes the importance of the circumstances represented in our despatch of the 24th ultimo, yet alleging that the words "established course" refer to the Consulate as being the established medium of international communication in such cases, defends the present proceedings on the ground that, in the presence of a British Consul, the right which the Portaria in question confers on the Commander of Her Majesty's squadron and the British Commissioner of communicating direct with this General Government, can never be exercised.

11. His Excellency is rather peremptory in his assertion of this view of the case; but we respectfully submit, my Lord, that neither Government could have contemplated that such a construction would have been put upon the words of the Portaria of the 14th February, 1854.

The words "established course," upon which the Governor-General so confidently rests his argument, clearly, in our opinion, refer to the course which has been uniformly followed here, of referring matters not of a very pressing or urgent nature to the Home Governments for consideration, and not, by any means, to the practice for which his Excellency now contends, that of the officer commanding Her Majesty's naval forces, and the British Commissioner, addressing all their communications to Her Majesty's Consul, to be brought by him to the knowledge of the Governor-General; a practice which, although the Consulate was in existence many years before the Portaria in question was issued, the archives of this Commission prove to have never been, on any one occasion, adopted by Her Majesty's Commissioners here.

12. Should our views on this question meet with your Lordship's concurrence, we respectfully request that you will cause the matter to be submitted to the consideration of the Portuguese Government, in order that the Governor-General may be set right upon a point of so much importance to the efficient discharge of the duties committed to our care. Meanwhile, waiting the result of any representations which your Lordship may think fit to make, we beg leave to assure you that upon all occasions on which we may have good reason to think that the Treaty with Portugal against Slave Trade has been violated, we shall consider it our duty to bring under the observation of the Governor-General such circumstances as may come to our knowledge relative thereto, whether his Excellency is pleased to act on our communications or not.

We earnestly hope that your Lordship may approve of the course which we have followed, as explained in the inclosed correspondence.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 1 in No. 46.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Office of the Secretary to the Government, Loanda, April 4, 1862.

HIS Excellency the Governor-General has received the official letter which you addressed to him under date the 24th March last, and has duly considered its contents.

As, however, the circumstances referred to in the Portaria No. 2,996 of the 14th February last did not apply to the case, according to which Portaria the Commander of the English Naval Station and the British Commissioner in the Mixed Commission alone are allowed to correspond with the Governor-General of this Province on Slave Trade matters, and this "only when they may be of such urgency that they cannot without inconvenience wait a decision through the established course," there being a British Consul in this Province resident at Loanda, his Excellency might decline to receive your letter.

But not wishing that it should remain unanswered, in consequence of the importance of the matter upon which it treats, he has accepted it, and orders me to send you, for this time only, a copy of an official letter which he addressed on the subject to Her Britannic Majesty's Consul in this city, the only British functionary whom he considers competent to correspond with him upon the matters to which the aforesaid letter relates, excepting under the circumstances mentioned in the Portaria of the 14th February, already alluded to, a copy of which was sent to the British Commissioner in the Mixed Commission on the 7th August, 1854.

God preserve, &c.

(Signed)

JOSE BARBOZA LEAO.

Inclosure 2 in No. 46.

Her Majesty's Commissioners to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, April 6, 1862.

LATE in the afternoon yesterday we had the honour to receive a despatch signed by the Government Secretary, and dated the 4th instant, inclosing to us a copy of a communication which had been addressed by him to Her Majesty's Consul, in reference to the matters treated of in our despatch of the 24th ultimo.

As your Excellency appears to have had before you the Portaria of the Minister of Marine and Colonies of the 14th February, 1854, and you acknowledge, moreover, that the matter in question is an important one, we do not deem it necessary to enter into any controversy as to our competency to address your Excellency on such subjects as those referred to in our above-mentioned despatch. It will be sufficient for us to say that it has been the invariable usage for the British Commissioners here to represent to the Governor-General of the Province every circumstance appearing to them to be an infraction of the Treaty, previously to performing the duty of submitting it to the consideration of Her Majesty's Government. This course of proceeding we followed in making a representation to your Excellency on the subject of the escape of the "*Sophia*," and other matters

referred to in our despatch of the 24th ultimo, which we studiously endeavoured to do with the utmost deference.

Our respective Governments can alone decide whether we have passed beyond the strict bounds of our duty or not in so doing.

But your Excellency, in answer to our despatch, which we are informed has been accepted, and the subject of which is pronounced to be important, is pleased to order the Secretary to Government to send us a copy of a letter dated the 27th ultimo, which had been addressed by him to Her Majesty's Consul.

As Sir Henry Huntley, in that character, had officially communicated to the Government Secretary the reasons which prevented him from receiving the above-mentioned letter, and had, with much regret, felt himself under the necessity of returning it, and as that letter had actually been returned by Sir Henry Huntley to the Secretary's office before the despatch to which we have now the honour to reply reached us, we are confident your Excellency will deem us justified in saying that it would be highly irregular for us to receive, in reply to a communication addressed to you by us as British Commissioners, a copy of a despatch which, so far at least as Her Majesty's authorities here are concerned, had, in point of fact, no existence when this copy was sent to us, the British functionary to whom it was addressed having been imperiously obliged to decline taking cognizance of it.

We are, therefore, alike precluded from doing so, and now beg leave to return the copy to your Excellency.

We cannot but deeply lament that these difficulties should have arisen in our official intercourse, but it is satisfactory to us to feel, as we do, convinced that they can be in no degree attributed to any want of a disposition on our part to cultivate the best personal understanding with your Excellency, and still less, we trust, to any failure in that consideration and deep respect which we owe your Excellency as the Representative of His Most Faithful Majesty.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 3 in No. 46.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Office of the Secretary-General to the Government of Angola, April 7, 1862.

HIS Excellency the Governor-General received the despatch which you addressed to him under yesterday's date, and in reply directs me to say to you as follows:—

His Excellency on the 4th instant ordered that there should be sent to you, for your information, a copy of the reply to your despatch of the 24th March last, which he thought proper to address to Her Britannic Majesty's Consul, because he considered he could not reply to yourselves.

Her Majesty's Consul deemed it his duty to return that despatch, alleging that he was prohibited by his Government from receiving correspondence upon the subject thereof; and accordingly he did return it on the 4th instant.

Now you think you ought also to return the copy which had been sent to you.

Therefore his Excellency considering that your despatch of the 24th March, from the importance of its subject, ought not to remain unanswered, and finding that, on the one hand, you, and, on the other, Her Britannic Majesty's Agent accredited to this General Government, refuse to receive this reply, regrets to find himself obliged to return the despatch; and he orders that I should return it to you inclosed, as I now do.

His Excellency is convinced that he has acted and is now acting in this matter according to his duty, and that his Government will appreciate his proceedings.

In conclusion, his Excellency appreciates the sentiments which you express in the despatch referred to, and orders me to say to you that they are reciprocated.

God preserve, &c.

(Signed) JOSE BARBOZA LEAO.

No. 47.

Her Majesty's Commissioners to Earl Russell.—(Received July 10.)

My Lord,

Loanda, April 20, 1862.

WE have the honour to report to your Lordship that on the 4th ultimo, in latitude 6° 47' south, and longitude 11° 10' east, Her Majesty's ship "Torch," Commander Smith, fell in with and detained a brig, in every respect prepared to receive a cargo of slaves who were in readiness for her at Mangue Grande

2. When a blank gun was fired from the "Torch" this slaver displayed French colours, but on the approach of the boat sent to board her, they were hauled down and thrown overboard, and as no official papers whatever were found on board to establish the national character of the vessel, she was forthwith despatched to St. Helena for adjudication in the Vice-Admiralty Court of that Colony, under the Act 2 & 3 Vict., cap. 73.

3. A few loose documents, however, which were picked up on board of this vessel, and which have been obligingly handed to us by Commander Smith, confirm the reports which had previously reached us here, that she was the Portuguese brig "Alegre," and that her present voyage commenced under the command of a person named Valentino Feliz de Magalhaes at Liverpool, from whence she was cleared in July of last year.

She proceeded from Liverpool to Lisbon, and as she came direct from thence to this coast, it would appear that she must have completed her slave equipment in the port of that capital.

4. Believing that it may tend to facilitate any inquiries into this matter which your Lordship may think proper to cause to be instituted, we beg leave to inclose the original of one of the papers which we received from Commander Smith, showing the name and address of one of the parties concerned in the voyage of the "*Alegre*" from Liverpool to Lisbon.

Whether bond was given at the Custom-house at the latter place that this vessel was not intended for Slave Trade, is a point which can only be ascertained there; but we think it our duty to add that it is generally reported that three other vessels were fitting out in the Tagus for the same iniquitous purpose as the "*Alegre*;" and we therefore respectfully submit to your Lordship whether it might not be desirable to instruct Her Majesty's Minister at Lisbon to endeavour to elicit further details on this important matter.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 47.

Mr. Botterill to Messrs. Johnston, Hodgson & Co.

Gentlemen,

I AM surprised to find the above-named vessel is still here, notwithstanding several favourable opportunities have offered, since she has been loaded, of proceeding on her voyage. I therefore beg to give you notice that I shall hold you responsible for all losses that may be occasioned by her unnecessary and unwarrantable detention, and request that the vessel at once proceeds to sea.

I am, &c.
(Signed) CHAS. BOTTERILL.

No. 48.

Her Majesty's Commissioners to Earl Russell.—(Received July 10.)

My Lord,

Loanda, May 5, 1862.

IN allusion to our antecedent despatches of the 8th and 15th ultimo, relative to the transfer of slaves from this Province to St. Thomas, and also on the subject of our right to correspond with the Governor-General of this Province in matters relating to the execution of the Treaty with Portugal for the suppression of the Slave Trade, we have now the honour to lay before your Lordship copies and translations of a correspondence which we have subsequently exchanged with the Governor-General on these subjects.

2. As was to have been expected, perhaps, the answer returned to our communication of the 5th ultimo proved in all respects unsatisfactory. His Excellency alleges therein that the negroes embarked here for the Island of St. Thomas's are Portuguese subjects removing legally from one Portuguese Province to another, with passports signed by him; and he denies that the Treaty of the 3rd July, 1842, confers any right on Her Majesty's officers to inquire into this matter on board the vessels conveying those negroes.

He, therefore, solemnly protests against any such proceedings, and against the detention or capture of any Portuguese ship under such a pretext, adverting very pointedly to the distinction which he conceives such acts would present to the world in the proceedings of British cruizers towards Portuguese ships, as compared with their proceedings towards French ships, these latter having, he observes, carried off tens of thousands of negroes from the River Congo, without any opposition whatever on the part of Great Britain.

3. Referring to the case of the "*Liberdade*," the Governor-General states that he had given passports for 52 free Portuguese subjects and 10 slaves to proceed to St. Thomas's in that vessel.

No steps whatever were taken, so far as we are informed, to investigate the case of the negroes shipped on board that vessel. We are not told whether the 10 slaves were *bonâ fide* household servants accompanying their master, in conformity with Article V of the Treaty of the 3rd July, 1842, although from information derived from other sources, we have reason to know that such was not the case, but that they were slaves sent by parties here to their agents at St. Thomas's.

Considering, however, the ground and tone of the correspondence on the part of the Governor-General, a fair investigation of the circumstances attending the embarkation of these negroes was not to have been expected.

4. In replying to this communication, it appears to us expedient to set the Governor-General right as to the state of the question mooted therein. We proceeded, therefore, to explain that the positions in which French and Portuguese ships employed in transporting negroes from this coast are placed as regards Her Majesty's cruisers are in no way analogous, inasmuch as there is no Treaty in existence between Great Britain and France whereby the practice of transporting the natives of Africa by sea for the purpose of reducing them to slavery was declared to be a highly penal crime, and giving mutual right of search on board vessels engaged or suspected of being engaged in that practice, whereas with Portugal there is such a Treaty in existence.

We then observed that his Excellency was not correct in his assumption that Great Britain had never raised the slightest difficulty in regard to those proceedings on the part of the French Government to which he referred, and we pointed out to him one fact regarding the transport of these negroes which appeared to us to constitute a very essential difference in the two cases, viz., that in the case of French ships the negroes were conveyed to Colonies where slavery was totally abolished by law, whereas those embarked in Portuguese ships were introduced into a Colony where the condition of slavery still unfortunately continues to be maintained; and where, we might have added, it appears to us to be a matter of some doubt whether the Portuguese authorities have the means of preventing them from being, in the words of the Treaty, "reduced to slavery."

5. By the annexed copy of the Governor-General's reply to our above-mentioned letter, your Lordship will perceive that his Excellency sustains the accuracy of the comparisons which he had advanced in his previous despatch of the 7th ultimo, and repeats that Her Majesty's officers can merely go on board the vessels conveying these negroes for the purpose of ascertaining whether the list of crew and number of passports correspond with the number of persons actually on board.

The Governor-General then introduces the subject of the measures adopted by Her Majesty's Government for the disposal of negroes found on board vessels of unknown nationality captured by British cruisers, assumes (upon rather slight foundation) that those negroes being "torn from their native country by violence, and coerced to go to a foreign country," are subjected to ill-treatment in Her Majesty's Colonies, remarks that "Great Britain has not the shadow of a right to dispose of these negroes, unless it be the right of being the strongest;" and then (with a certain degree of assurance) proceeds to add, that all this is so manifest that it cannot be controverted.

6. On the general tenor of this despatch, as, indeed, of the whole of the correspondence to which we now beg leave to request the favour of your Lordship's attention, it will be for your judgment to pronounce; but we deemed it advisable not to permit the statements advanced by the Governor-General—somewhat irrelevantly, as it would appear, but apparently with a view of establishing similar delinquency on the part of Great Britain as regards the disposal and treatment of negroes found on board captured vessels and sent to British Colonies—erroneous as those statements really are, to remain on record without some early attempt at correction; and it was under this feeling that we addressed to his Excellency the reply of which a copy is inclosed.

7. We also added in this reply, that in virtue of the compacts founded on common consent between the two countries, we could not concur in the very restricted view taken by his Excellency of the duties of British and Portuguese officers employed in the suppression of the Slave Trade.

8. On the 29th ultimo we received another despatch from the Governor-General, dated the 23rd April, in the first part of which, with regard to the disposal of negroes found on board vessels captured by British cruisers, he endeavoured to prove that the right conferred on Great Britain by Treaties with certain foreign Powers—which Treaties relate, he observes, only to the vessels of the contracting nations—cannot authorize the disposal of negroes found on board vessels of unknown nationality; and explaining, at some length, the sense in which he used the words contained in his previous despatch, he remarks that they were not susceptible of the interpretation we had put upon them. Whether they were or not, the contents of this despatch does not appear to us to afford any satisfactory explanation on the matter.

9. We, therefore, in acknowledging its receipt, limited ourselves to a few cursory observations on the conclusion adopted by the Governor-General as to the right of Her Majesty's Government to dispose of slaves from on board captured vessels, as founded on the stipulations of Treaties with foreign Powers, and to commenting very briefly on the other topics of the above-mentioned despatch.

10. This letter was returned to us the following day, accompanied by the despatch, a translation of which is subjoined, and which we considered as terminating this correspondence.

11. Your Lordship will not fail to observe the manner in which the Governor-General, throughout this correspondence, assumes that Her Majesty's officers have no right to inquire on board the vessels engaged in transporting these negroes whether they are free or not. It is upon this assumption that he seems prepared to make a stand, endeavouring, at the same time, to give a legal aspect to the proceedings against which we have been contending by repeatedly asserting that the negroes now being transferred to St. Thomas are Portuguese subjects removing from one Portuguese province to another; and in his despatch of the 23rd ultimo (Inclosure No. 5) he says that "they are Portuguese citizens whom the Portuguese Government may consider it of interest to the public cause to oblige to change their residence."

12. This remark had previously been made and much harped upon by his Excellency in conversation with Her Majesty's Commissioner, and Mr. Gabriel had assured him, in reply, that whilst Her Majesty's Government sought but one object, viz., the suppression of the Slave Trade, it would not, he felt persuaded, be baffled by any subterfuge.

13. It is absurd to say that these negroes are Portuguese citizens merely from the fact of their being brought into this city from the interior as slaves, sold here, and passports given to authorize their shipment to St. Thomas.

14. It is ridiculous to maintain that, even supposing them to be natives of any part of the interior within the nominal geographical limits of this province—and we regret to say that slaves are obtained from many of the native tribes within those limits—that that constitutes them Portuguese citizens; for vast districts of this country, although nominally within the Portuguese jurisdiction, are, in reality, as independent as Portugal herself: and, in truth, it cannot be said that the Portuguese dominion in Angola extends beyond a very few miles of the extensive line of coast which forms the seaboard of the province.

Here and there, no doubt, for a distance of 300 miles in the interior, there are Portuguese settlements, and Portuguese authorities appointed to command small detachments of troops; but the actual power and authority over the surrounding tribes is known to be entirely in the hands of the Native Chiefs, who traffic in slaves as freely and undisguisedly as if no European authority had ever been established on these shores.

It may, therefore, be permitted us to ask, can the natives of those districts, many of whom appear for sale in this city, from time to time, be considered Portuguese subjects? And again, my Lord, if they are to be considered in that light, what construction are we to put upon the Governor-General's dictum that the Portuguese Government may consider it of interest to the public cause to oblige them to change their residence? If they are Portuguese citizens we presume they are not criminals, and whence, therefore, their arbitrary and forcible expulsion from their country?

15. But, my Lord, it would have been as unwise as useless, we submit, for us to have followed the Governor-General into such arguments. It is hard to conceive that so palpably lame a defence of the system of transporting negroes to St. Thomas could have been seriously set up by his Excellency, and perhaps no information which we have yet been enabled to give your Lordship upon the actual state of this question throws more light upon the course and conduct of this Local Government with respect to it, than the words which we have above quoted from the Secretary-General's despatch to us of the 23rd ultimo.

16. Before concluding this despatch, we have yet to submit to your Lordship a few observations on the Governor-General's repeated refusal to recognize in us any right to address him upon matters affecting the execution of the Treaty.

It is worthy of remark, with regard to this matter, that his Excellency, whilst returning our letters in accordance with the intention he expressed on a former occasion, has, nevertheless, thought proper to answer them at some length.

He now, however, intimates to us that he does not intend in future to notice

any communications we may make to him on matters relating to the Slave Trade, being of opinion that the duties of the Commissioners are those, and those only, expressed in the Treaty.

In the despatch of the Secretary General, dated the 2nd instant (Inclosure No. 7), we can see nothing more than a determination to carry out those views, and an attempt to silence us by again dictating a course which would, we respectfully submit, materially abridge the effectual agency of the British Commissioners here, and deprive them of a power the exercise of which his Excellency probably finds distasteful.

17. The Governor-General, towards the close of this correspondence, completely misinformed as to the precedents on record, takes exception more particularly to our corresponding with him collectively; and as we conceive that without any essential detriment to the service or the duties confided to our care, we could so far yield on this point as to propose that the correspondence should in future be signed by Her Majesty's Commissioner only, we submitted this proposal to him. His Excellency, however, declined to accept it, and as we did not consider ourselves authorized to make any further advances lest we might, in any degree, compromise what we humbly conceive to be the acknowledged right of Her Majesty's Commissioners, the matter dropped. Nevertheless, should any case of importance arise, requiring that immediate and decisive steps be taken, we have no doubt but that we can so arrange matters as to secure a hearing on the part of the Governor-General; and meanwhile having, as we felt it our duty to do, protested against his Excellency's views, we can only now wait with great anxiety your Lordship's instructions on this point.

19. In endeavouring to establish our right to correspond with the Governor-General, we took occasion, as your Lordship will perceive, to refer to the practice of successive Governments here since the first establishment of this Commission in 1843, but more especially to the course followed by Colonel Amaral, whose administration of the Government of this province during a period of six years was eminently characterized by a fair and honourable fulfilment of the Treaty engagements of Portugal towards Great Britain, and who showed himself ever ready to co-operate with us in our efforts to prevent the revival of the Slave Trade. The present Governor-General, however, in denying us this right, defends himself by asserting that he would fail in his duty if he did not "abolish abusive practices;" losing sight apparently not alone of the high public reputation of the officer to whose administration we had referred, but also of the important fact that the constant practice alluded to was well known to the Government of His Most Faithful Majesty, and countenanced and sanctioned by it.

20. Such a declaration as this, my Lord, appears to us to be quite in keeping with the whole tenor of this correspondence, from which we now respectfully leave your Lordship to draw your own conclusions. It only remains, therefore, for us to add the expression of our sincere hope that the answers which we have returned to the Governor-General's despatches will meet with the concurrence of Her Majesty's Government, and that your Lordship will not consider that we have exceeded the scope or spirit of our duties on this occasion, or that there has been any failure in that respect which we are well aware is due, and which we have been ever most studiously careful, both in our conduct and language, to show to the authorities of His Most Faithful Majesty.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 1 in No. 48.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Office of the Secretary to the General Government of Loanda, April 7, 1862.

HIS Excellency the Governor-General of the Province has received your despatch of the 5th instant, and examined its contents.

You not being competent to address the General Government of Angola upon the matter to which that despatch relates, as his Excellency observed in a letter addressed to you on the same day (the 5th), he might abstain from taking it into consideration, or replying to it in any manner whatever. As, however, the subject of this despatch is of the greatest moment, and Her Britannic Majesty's Consul feels that he cannot receive despatches from the General Government relating to this subject, the Governor-General is of opinion that the prescribed

forms ought to be dispensed with this time, and orders that, in reply to the above-mentioned despatch, I say to you as follows:—

His Excellency is convinced that the Government of Her Britannic Majesty labours under a mistake if it thinks that, from any other part of the Portuguese coast, excepting the port of Loanda, negroes have gone to St. Thomas.

The Government of this Province prohibits all its subaltern authorities from granting passports to St. Thomas. It is certain that its orders have been obeyed; and it is not aware that, in an illicit way, any one has left this province for the said island.

Therefore, whatever representations in this respect may have been addressed to the British Government, they are without foundation, and their authors, whoever they may be, have been desirous of deceiving that Government.

With respect to the negroes embarked at Loanda for the Island of St. Thomas, they have been embarked in perfect conformity with the law; each one of them being provided with a passport signed by the Governor-General, granted after the observance of the most rigorous formalities. They are Portuguese subjects who are removing legally from this Portuguese province to another neighbouring province, also Portuguese; and the dispositions of the Treaty of July 3, 1842, in all their rigour, are observed in respect to them—not more than 10 slaves going in each vessel; indeed, this rigour is ever carried beyond that prescribed in the Treaty, because it is there stipulated that each settler cannot take more than 10 slaves in the same ship; and, at present, whatever may be the number of settlers, not more than 10 slaves are allowed to go, and the “libertos,” to which the Decree of the 14th December, 1854, alludes, are, in this point of view, put on footing with slaves, although they are free people.

Thus, also, any reports which may have been made in this respect to Her Britannic Majesty's Government are unfounded, and are intended to illude that Government.

His Excellency, therefore, has not to render you any co-operation in putting an end to a practice perfectly legal, such as that of the emigration which has taken place from Loanda to St. Thomas—an emigration which is carried on under the inspection of the Portuguese authority, the only authority which has to take cognizance of the matter.

As regards the patacho “Liberdade,” his Excellency orders it to be said to you that she is about to sail for St. Thomas, and that all the prescribed formalities will be observed; that all the passengers will have perfectly legal passports, his Excellency having already given them to fifty-two free Portuguese and ten slaves; and that, beyond the passengers who may take passports, she will only have on board her crew, as specified in the muster-roll; that is to say, this vessel will sail in perfect harmony with the law, as they all do, because the authorities discharge their duty.

With reference to the instructions which you say have been received, and which will be given to the commanders of the cruisers in order rigorously to examine and inquire on board the packets and other vessels which transport these negroes hence to St. Thomas, “if they are in that state of entire and perfect freedom which may justify their removal; and, in the event of their not being so, to detain the ships and bring them before the Mixed Commission;” and, referring also to your observation that the impediments which may thereby arise to licit commerce must be imputed to those who are employed in the forcible conveyance of these negroes to St. Thomas, and not to the proceedings of Her Britannic Majesty's officers, his Excellency orders me to reply to you as follows:—

The Treaty of the 3rd July, 1842, neither in letter nor spirit, authorizes the English cruisers to inquire on board the Portuguese ships, which they may examine, except as to whether they convey slaves, or present any indications or preparations to engage in the Traffic; and it is only when they convey slaves, or present any indications that they are about to receive slaves, that those cruisers can detain or capture them.

The ships which convey passengers from Loanda to St. Thomas do not carry slaves (except those allowed by law), nor do they present any fittings or preparations for receiving them. They cannot, therefore, be detained or captured.

The English cruisers have not the least right to ask any one of these passengers, who is in a free condition, as shown by the passport which he takes, whether he goes or not by his own will.

There is not in the Treaties and Conventions a single word which authorizes any interpretation to the contrary, and the dignity and independence of Portugal rejects them.

Those cruisers, on finding all the negro passengers with legal passports, and the negroes who are said to be sailors duly entered on the ship's muster-roll, cannot, without offending the Portuguese nation, as a free and independent nation, make any further examination or inquiry whatever, except as to the number of passengers who go in the condition of slaves.

His Excellency, therefore, at once solemnly protests against the alleged pretension of a right on the part of the English cruisers to inquire into any matter beyond that clearly specified in the preceding paragraphs. He solemnly protests against any proceeding which may take place on board Portuguese ships in virtue of such pretensions; and he likewise protests against the detention or capture of any Portuguese ship under this pretext.

And the impediments which may thereby result to licit commerce can never be imputed to those who undertake the emigration from Loanda to St. Thomas with all the prescribed formalities, and under the protection of the authorities and of the law, but to the cruisers which may abuse force, trample on right, and insult the Portuguese flag and nation, in virtue of a pretension which is neither admissible nor justifiable.

His Excellency, however, hopes that such proceedings will not take place, because he cannot believe that the officers of Her Britannic Majesty would wish that the world should witness such strange excesses and abuses practised on this coast by the English naval forces towards Portugal, because she is a small nation, and compare them with the condescensions and forbearance shown for so many years on this same coast towards France, because she is a great nation, she having exported from the Zaire tens of thousands of negroes, purchased from the natives, without England's raising the slightest difficulty; negroes, moreover, who were not, like those which go from here to St. Thomas, French subjects proceeding from one Province to another of the same nation.

In conclusion, you say it is your duty to request his Excellency's attention to the serious responsibility which he will incur if it should be proved that the negroes now being embarked for St. Thomas have been introduced there in violation of the Treaty stipulations between Portugal and Great Britain.

His Excellency views it as remarkable that the British Commissioner and Arbitrator should consider it to be their duty to remind him of his responsibility as the Delegate of the Portuguese Government in this province, because it is indeed remarkable; and consequently he only orders me to say to you that it was not necessary for you to give yourselves the trouble of reminding him of the discharge of his duties, because he knows them, as he knows also the responsibility which attaches to him if he does not fulfil them. He will reply for his acts before his own Government and country.

Finally, I am commanded to say to you that his Excellency will not, in future, receive any despatches from you collectively or individually, except upon matters relating to the Mixed Commission or Board of Superintendence, which are those appertaining to you, or upon the Slave Trade, in those cases laid down in the Portaria of the 14th February, 1854, which on the 7th of August of that year was communicated to the British Commissioner; that is, "when the urgency of the case may be such that it cannot, without inconvenience, wait a solution through the established course," a case which can never occur whilst there is here a Consul of Her Britannic Majesty.

Any despatches which you may address to the Governor-General, except on those matters and under those circumstances, will be returned.

God preserve, &c.

(Signed) JOSE BARBOZA LEO.

Inclosure 2 in No. 48.

Her Majesty's Commissioners to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, April 11, 1862.

WE have been honoured by the receipt of the reply which your Excellency caused to be given to our despatch of the 5th instant relative to the removal of negroes from this province to St. Thomas. This reply we shall hasten to bring to the knowledge of Her Majesty's Government, and we now beg leave to subjoin a few observations on some parts thereof.

As your Excellency distinctly admits that the Treaty of the 3rd July, 1842, authorizes Her Majesty's officers to inquire, on board the Portuguese ships which they may examine, whether they convey slaves, it would appear superfluous for us to offer any comments upon this point, more particularly as the 1st Article of Annex B to the said Treaty is sufficiently clear and explicit thereon, where it says "that the Commander of any ship belonging to the Royal British or Portuguese navy, who shall be furnished with the requisite instructions, shall have a right to visit, search, and detain (except within the limits excepted in Article II of the Treaty) any British or Portuguese vessel which shall be actually engaged, or suspected to be engaged, in transporting negroes or others for the purpose of consigning them to slavery."

We feel it, therefore, quite unnecessary for us to insist upon the right which Her Majesty's officers have under the Treaty, to inquire whether the negroes whom they may find on board Portuguese vessels at sea are destined to be consigned to slavery or not, and, should it be found that they are, then to take measures for putting a stop to this abuse, and for securing to those negroes the final and complete emancipation to which they are entitled under the Treaty.

Your Excellency, in expressing a hope that Her Majesty's officers will not resort to such measures, adds that it would present to the world a strange distinction in their mode of proceeding towards Portuguese ships as compared with French ships; these latter having, your Excellency is pleased to say, carried off tens of thousands of negroes from the Congo without any opposition on the part of England—negroes, moreover, who were not, like those which go from here to St. Thomas, French subjects proceeding from one province to another of the same nation.

On what your Excellency has here advanced as to the difference which might be observable in the proceedings of British officers towards Portuguese as compared with French vessels, we cannot but beg permission to remark, that the positions in which the ships of the two nations are placed are in no degree analogous; they do not, indeed, bear a moment's comparison.

There is no Treaty between Great Britain and France in which the practice "of transporting the natives of Africa by sea for the purpose of reducing them to slavery is declared to be a highly penal crime in their respective dominions, and for the subjects of their respective Crowns," and giving mutual right of search on board "vessels actually engaged, or suspected of being engaged, in transporting negroes or others for the purpose of consigning them to slavery;" but there is such a Treaty between Great Britain and Portugal, and therefore there is no parity, so far as regards Slave Trade acts or pursuits, between Portuguese and French ships. We will, however, observe that, for a period, a Treaty for the suppression of the Slave Trade did exist between England and France, throughout which time the provisions of that Treaty were executed by the French with undeviating fidelity; nor, while it lasted, was the French flag found upon the coast connected with negro bondage under any pretence.

We cannot conceal the surprise with which we find your Excellency labouring under a yet greater mistake, in supposing that Great Britain never offered any opposition to those proceedings on the part of the French Government, to which reference is made.

She did not of course resort to those means of opposition which neither special Treaty stipulations nor the general Law of Nations would have justified, but she did employ every means allowed her by the usages of international comity, until at last she has had the satisfaction of seeing her disinterested humanity and indefatigable exertions crowned with success by the Decree of His Majesty the Emperor of the French for putting an end to the system referred to on an approaching day.

It will, no doubt, be gratifying to your Excellency to hear that we have just received information of a like happy result having attended the efforts of Great Britain to obtain from another powerful nation, America, that most desirable object for which she has been so long and so unremittingly contending—the right of search.

With regard to Portugal, as to other nations with whom Great Britain has entered into Slave Trade Conventions, she merely takes, as we are assured she will continue to take, ample measures for effecting a scrupulous fulfilment of the solemn Treaties which subsist.

Referring to the comparison which your Excellency draws between the conveyance of negroes in French ships from the Congo to the West Indies, and the transport of negroes from one Portuguese Province to another, we trust it will not be supposed that we have any wish to palliate or defend the proceedings of the French Government in procuring African labour, if we venture to point out that they had at least one most important and essential advantage over that of the removal of negroes hence to St. Thomas's, which is, that the Africans were taken to Colonies in which the condition of slavery is absolutely and entirely prohibited by law, and where no person can hold slaves; whereas those being embarked at Loanda are transported to a Colony where not only does slavery exist, but where slaves are in great demand, the market price of them in that Colony being about five times more than the combined cost of obtaining and conveying them thither from this Province.

In conclusion, it only remains for us to refer to the opinion which your Excellency has expressed as to its not being within the sphere of our duties to address you on such subjects, although holding, as we do, the positive instructions of Her Majesty's Government to that effect, which we were careful to state to your Excellency in our despatch of the 5th instant.

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Your Excellency is pleased to say that you cannot acknowledge in Her Majesty's Commissioners any right to address you upon the matters to which our above-mentioned despatch relates, notwithstanding the orders of the two Governments, and the practice hitherto invariably followed; and you decline to receive any further correspondence from them on these subjects.

Your Excellency is pleased, moreover, to express it as your opinion that Her Majesty's Consul is alone the functionary to whom you can address yourself on such matters, although your Excellency is aware that he has most reluctantly felt himself obliged to decline receiving any communication from you on Slave Trade subjects.

It is obvious, therefore, that the effect of these views must be to suspend all correspondence on such subjects between this Provincial Government and Her Majesty's authorities residing here. Whether such was your Excellency's wish in adopting the course which you have now thought proper to do, we will not pretend to say; but we beg leave to add that, as we have no choice in this matter, we must consider it our duty to act under our instructions until the pleasure of the two Governments be known upon the objections raised by your Excellency, and that we shall accordingly continue to address to your Excellency letters communicating any information which we may receive, calculated to further the benevolent ends which the two High Contracting Parties had in view by the Treaty of the 3rd July, 1842, and to assist your Excellency in following up that Treaty with the same loyalty and good faith in which it was contracted.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 3 in No. 48.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Office of the Secretary-General to Government, Loanda, April 14, 1862.

IN conformity with what was stated to you in a despatch of the 7th instant, his Excellency the Governor-General orders that I return to you the despatch which you addressed to him on the 11th instant, which I now return inclosed.

I am also commanded to say to you that it is not without reason that his Excellency made the comparison between the contemplated proceedings on the part of English cruisers with respect to ships bound from Loanda to St. Thomas with passengers, and their proceedings up to the present time towards French ships leaving the Congo with negroes.

The Treaty which exists between Portugal and Great Britain cannot by any means embrace the pretension which is now put forward, according to your communications, that of English cruisers going on board Portuguese ships conveying passengers from Loanda to St. Thomas' to inquire if those passengers go by their own will.

These ships proceed to sea having complied with all legal formalities, and after having been duly inspected by the proper authorities. They take free passengers, all with passports in due form given by the superior authority of the province; they are not, therefore, ships which take, or can be suspected of taking, negroes to St. Thomas' for the purpose of reducing them to slavery, and, therefore, the English cruisers can merely go on board to see if the list of the crew and the number of the passports agrees with the population existing on board. The above-mentioned inquiry, if made, would be a reproach upon the superior authorities of Angola and St. Thomas, besides being an illegality.

The pretension referred to cannot, therefore, be founded on the Treaty of the 3rd July, 1842, and whoever offers it to Portugal, with reference to free Portuguese subjects proceeding from one Portuguese province to another, might, with much greater reason, offer to France the pretension that she could not buy human beings from the natives of Africa, and carry them off against their will from the Congo to her Colonies, and that they had the right to oppose this.

France would not admit this pretension because she is a free and independent nation, and this is what his Excellency does, protesting against the pretension which has been made to him, as he has protested and does protest, on the part of the Portuguese nation. And his Excellency does this with so much more reason, because he is certain that Great Britain undoubtedly would not admit a similar pretension which Portugal might offer to her, with much, if not entire foundation, in reply to her pretension.

Portugal might say that the negroes captured by the English cruisers in ships without any established nationality taken to the English Colonies, and there employed in labour by the planters, are coerced in all this, and go, therefore, much against their will, and that England cannot allege the shadow of a right to dispose of these negroes, unless it be the right of being the strongest.

It is not possible to disprove this, because it is manifest, and neither can it be alleged that these negroes are more fortunate in British Colonies, because Portugal has an internal example which shows her the fate which awaits the labourers imported there. It is that of the colonists engaged some years since in St. Antonio, Cape Verdes.

These negroes were treated in such a manner in Guiana that their cries of anguish crossed the Atlantic from Demerara to Lisbon, and the Portuguese Government had to send a ship there to redeem them from the martyrdom under which they were suffering; and can it be maintained that for the uncivilized negroes from the interior of Africa, who remain there without having any one from whom they can ask the slightest protection, a better fate may be reserved?

If, therefore, it were admitted that the English cruisers might go on board Portuguese ships to inquire as to the good will or otherwise of the free passengers who go from hence to St. Thomas, with their passports perfectly legal, and might detain the ships when any of those passengers thought of saying that he did not go spontaneously, what right would not the Portuguese cruisers have to detain the English ships conveying the above-mentioned negroes, who are not English subjects, and who are torn from their native country by violence, and coerced to go to a foreign country?

His Excellency, therefore, orders it to be said to you that the comparison which he made is perfectly exact. That the Treaty recently celebrated between Great Britain and France in no respect alters this question, and in so much as you say that they had no right to prevent the carrying away of negroes by the French from the Congo, and they would not allow that the Portuguese should detain English ships under the circumstances above referred to, much less can they proceed towards ships employed in legally transporting free Portuguese subjects from hence to St. Thomas, in the manner in which it is said to be intended.

His Excellency orders it also to be said to you, that in the same manner in which you state that you will continue to address yourselves to him, communicating any information which you may receive, tending to promote the ends which the Governments of Portugal and England had in view by concluding the Treaty of the 3rd July, 1842, he declares that he will continue to return to you any despatches which you may address to him, not because he wishes to suspend the correspondence upon this subject, but because it is not with you he ought to hold it.

His Excellency will receive all information, he wishes that it should be given to him, he will act upon it in all respects as his duty may require him to do; but there is a Consul of Her Britannic Majesty here, and he is the only functionary competent to communicate such information officially to him, and with that functionary you may come to an understanding for the purpose.

In conclusion, his Excellency commands me also to state to you that the responsibility of any inconvenience which may arise from such communications not having been received, will fall upon the British authorities who refuse to proceed in conformity with the general rules established between nations, and with the special arrangements which have been entered into between the Governments of Portugal and England.

God preserve, &c.

(Signed) JOSE BARBOZA LEO.

Inclosure 4 in No. 48.

Her Majesty's Commissioners to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, April 19, 1862.

WE have received the despatch addressed to us on the 14th instant, by your Excellency's direction, in reply to one from us dated the 11th, which you declined to receive.

Respecting the right which the Treaty of the 3rd July, 1842, confers on British and Portuguese officers, of boarding and searching ships conveying negroes, we do not deem it necessary to enter into any lengthened argument, and we therefore merely take leave to remark that we do not find in that Treaty any stipulation confining the action of those officers on board the ships in question within the very narrow limits laid down by your Excellency, viz., "that of ascertaining whether the list of crew and number of passports correspond with the population existing on board."

We are assured, moreover, that such a restricted view of the duties of the officers of the two nations will not receive the concurrence of either of their Governments.

But in support of the views expressed by your Excellency in a previous despatch of the 7th instant, and in justification of the forced conveyance of negroes from this province to St. Thomas, your Excellency has now, whilst returning our despatch of the 14th instant, thought proper, in answer to that despatch, to advance some statements which call for a brief reply.

Your Excellency says that the negroes found on board ships captured by Her Majesty's cruisers without any established nationality are taken by coercion to British Colonies, and there employed in labour by the planters; adding, that England cannot allege the shadow of a right to dispose of these negroes, unless it be the right of being the strongest, and that this is so manifest as not to admit of disproof.

In reply to this, it might be sufficient for us to remind your Excellency that in all the Treaties entered into by Great Britain with foreign Powers for the suppression of the Slave Trade it is expressly stipulated that the negroes found on board ships detained under those Treaties "shall be placed at the disposal of the Government to whom belongs the cruiser which made the capture;" but we cannot refrain from observing, also, that it is not necessary for Great Britain to rest her justification in this matter upon Laws or Treaties, or any other human Ordinances, inasmuch as, independent of them, she possesses a far higher and more sacred right to dispose of these Africans in such a manner as shall effectually redeem them from slavery; it is a right founded on the interests of religion, of justice, and of humanity.

But as we presume your Excellency will admit that the British Government is bound to dispose of these unfortunate beings in some manner or other, may we be permitted to ask what mode of doing so your Excellency would propose?

Would you deem it more advisable and more conducive to their welfare if they were re-landed on the shores of Africa, from whence they had been embarked, to become again, as they assuredly would, the victims of the inhuman slave-dealers, and be either massacred or re-shipped to Cuba and consigned to a fate more cruel even than death?

With regard to the treatment which these negroes receive in the West Indies, we regret to find that your Excellency appears to have been so much misinformed. The information collected by the French Government on the establishment and working of the system of free labour in the West Indies, and the Reports of the Commissioners appointed by that Government some years since to inquire into the results of the free labour system in the British Colonies, show plainly and indisputably what have been the effects of British emancipation; and should your Excellency desire to be correctly informed on this matter, the Reports to which we refer, as well as the extensive and minute information on this subject collected and printed under the authority of the British Parliament, shall be placed at your disposal, and will, we have no doubt, lead your Excellency to very different conclusions from those at which you appear to have arrived from the alleged and isolated case of a few disappointed negroes who emigrated from St. Antonio, in the Cape Verdes, to one of the British West India Colonies.

Her Majesty's Government, well assured that it is by truth only that the interests of humanity can be promoted, have since tendered to the Government of Her Catholic Majesty permission to send Commissioners to the British Colonies in the West Indies to inquire into these matters, should it desire to follow the example of the French Government.

In adverting a second time to the measures adopted by the British Government for the disposal of the negroes found on board captured slavers, your Excellency says, that "they are torn from their native country by violence, and coerced to go to a foreign country." This is, no doubt, strictly true if applied to the Portuguese slave-dealers on this coast, who, in violation of the Treaty engagements contracted towards Great Britain by the Crown of Portugal, and in open defiance of the laws of Portugal, continue in the most scandalous manner to traffic in human flesh.

Her Majesty's officers simply rescue the Africans from the hands of these miscreants, and send them to Colonies where the act of British emancipation having been absolute and unqualified, there does not exist a single law which makes any distinction between the white man and the black.

It, therefore, in using the words already quoted from your Excellency's despatch, it should have been your intention to charge the British Government with having caused these negroes to be torn from their native country

by violence, we cannot refrain from saying that it is much to be lamented that your Excellency should have permitted yourself, however strong may be your prepossession against the untiring and generous efforts of the British nation for the extinction of slavery and the Slave Trade, to hazard such an imputation upon Her Majesty's Government—an imputation involving a violation of national honour and faith, and a participation in acts which, by whatever nation they are done or permitted to be done, are regarded in England, and in the civilized world at large, with increasing abhorrence.

In conclusion, we beg leave to observe that the doctrine that the British Commissioners at this place are not authorized to treat with the Local Government on matters relating to the due fulfilment of the Treaty, although once before asserted and frankly met by the Portaria of the Minister of Marine and Colonies, dated 14th February, 1854, has, independent of that Portaria, been actually set at nought by the invariable practice of successive Governments, since the first establishment of the Mixed Court in 1843, and more particularly by the Government of your Excellency's predecessor, Councillor José Rodrigues Coelho do Amaral, who, with that straightforwardness of thinking and conduct which peculiarly characterized him, especially in his laudable desire to promote the honour and dignity of his nation by a faithful observance of Treaties, was on several occasions himself personally the first to enter upon such matters with the Queen's Commissioners.

Upon the course, however, which your Excellency has adopted in regard to our correspondence, we feel it unnecessary to offer any further comments, but we consider that we should fail in our duty if we were not to protest against it strongly, or if we were so far to acquiesce in it as to abstain from the due discharge of those duties the interruption of which, in this manner, we feel directed not against ourselves, but against the Government whose commission we have the honour to hold.

Finally, it only remains for us to observe, with reference to the last paragraph of the despatch of the 14th instant, that upon whoever your Excellency may think proper to place the responsibility of any inconvenience which may arise from the course adopted by you, this appears to us to be a point the final decision of which belongs to higher authorities.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 5 in No. 48.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Office of the Secretary-General to the Government at Loanda, April 23, 1862.

IN conformity with the communication made to you in the despatches of the 7th and 14th instant, his Excellency the Governor-General commands me to return the letter which you addressed to him on the 19th, and with reference to some passages of that letter he orders me to make the following observations:—

That which his Excellency ordered to be said to you in my despatch of the 14th instant, respecting the rights of English officers in visiting Portuguese ships, perfectly accords with what was stated in my despatch of the 7th, and with the provisions of the Treaty.

The ships leaving this port perfectly legalized by the Portuguese authorities, it is for the cruisers only, so far as regards the passengers, to see that the list of the crew and the passports agree with the number of persons existing on board. They have nothing to inquire as to the circumstances of the persons legally allowed to leave this port, unless it be whether there go a greater number of slaves than that stipulated in the Treaty of the 3rd July, 1842. Such is the opinion of his Excellency, who will answer for the passports which he may give for the departure of these Portuguese subjects, and he is certain that it will also be the opinion of his Government.

You say that in all the Treaties which Great Britain has celebrated for the suppression of the Traffic in Slaves, it is stipulated that the negroes found on board captured vessels shall be placed at the disposal of the Government to whom belongs the capturing ship.

His Excellency orders me to say to you—

1st. That this is perfectly true, but with the essential difference that those Treaties relate only to the ships of the two contracting nations.

2nd. That the Treaties celebrated with a certain number of nations do not authorize the disposal of negroes found on board ships of unknown nationality, which were those referred to in my despatch of the 14th instant; and—

3rd. That the contrary could only be admitted if there were Treaties with all the nations of the globe, because the ship which might appear without any distinctive nationality would belong to some of them.

His Excellency does not question the right founded on religion, on humanity, and on justice which you allege in your despatch, seeing that England takes the slaves to redeem them from slavery, nor upon the means which might be preferable to those now employed by her, nor from what I was ordered to say in my above-mentioned despatch can it be deduced that he raised such a discussion.

The Governor wished to show that if England would not permit Portuguese cruisers to detain her ships conveying the negroes referred to, which negroes she has no positive right to dispose of in that manner, and which are taken away against their will, much less could Portugal accept from her the pretension now put forward by you,—that of the English cruisers going on board Portuguese ships to inquire if any of the emigrants who go to St. Thomas do not go spontaneously, and if so, to detain the ships, inasmuch as this latter case relates to a thing which might be, and the former to a thing which is known to be. The former refers to people of whom there is no positive right to dispose against their will, the latter yes, because they are Portuguese citizens whom the Portuguese Government may consider it of interest to the public cause to oblige to change their residence.

The conclusion, therefore, which his Excellency wished to draw is quite manifest, and his proposition perfectly true.

His Excellency the Governor-General directed me to say to you, in my despatch of the 14th, for the purpose of proving the said proposition, "that the negroes taken by the English cruisers from the slave-dealers in ships without any determined nationality, removed to the British Colonies, and there employed in labour by the planters, are coerced in all this, and go, therefore, much against their will." And he directed me to add further on, "that these negroes are positively known to have been torn from their native country by violence, and to be coerced to go to a foreign country."

His Excellency, therefore, in stating that the English cruisers take the negroes at sea from the slave-dealers, did not say that those cruisers tore them from their native country by violence, because torn from their native

country they had already found them; and in asserting that these negroes are coerced to go in English ships to British Colonies, he asserted a truism, which no one can seriously contest, and he cannot believe that in so saying he offended, even lightly, Great Britain or her Government.

It is, therefore, without any foundation that you use the last cited words of my despatch of the 14th as a pretext for the assertions contained in your letter, with reference to the sentiments of your Government and your nation, as well as other civilized nations; of which sentiments his Excellency is assured, and which he also professes: and for saying that those words are "strictly true if applied to the Portuguese slave-dealers on this coast, who in violation of the obligations contracted by the Crown of Portugal towards Great Britain, and in open defiance of the laws of Portugal continue in the most scandalous manner to traffic in human flesh, and that the English officers only rescue them from the hands of these miscreants," upon which his Excellency orders me to say to you as follows:—

In this province it may be said that there are slave-dealers, because the existence of slaves is legal, and there are those who purchase and who sell slaves; but where there are Portuguese authorities the trade in slaves is not carried on in transgression of the Treaty with Great Britain, nor in contravention of the laws of the country.

Beyond the dominion of the Portuguese authority, if there are any Portuguese slave-dealers, certainly they do not tear the negroes from their native country by violence, because they have not the force requisite for this.

But even if it were not absolutely so, there would be nothing to be astonished at. In every part there are evil passions, and all their pernicious effects; happy would be the nation whose citizens would not be bold enough to transgress the laws, either in or out of their country; and if Portugal and England had this good fortune, the Mixed Commissions would not have been instituted to adjudge Portuguese and British slave-ships captured.

Therefore, that which you say in the passage above transcribed can merely be considered as an injurious and gratuitous accusation used in seeking a pretext to fall upon the Portuguese; and which, therefore, is repelled by his Excellency.

Respecting the form of correspondence, upon which you dwell forcibly on the argument of established practice, his Excellency desires me to say to you that he finds in the archives of the Secretary-General's office examples of the individual correspondence of each one of the British Commissioners who have served in the Mixed Commission; but that he would fail in his duty if he did not abolish this abusive practice. He, however, only finds one instance, which occurred in 1854, in which the British Commissioner and Arbitrator constituted themselves the Consular or Diplomatic Delegates of their Government, and as such addressed despatches collectively to the General Government; despatches which do not appear from the registers of this Government to have received any reply.

This form, therefore, may be everything except the practice followed by a long time, as you affirm. That which it is, so to speak, is a true innovation, commenced by you in your despatch of the 24th March last, and which his Excellency cannot accept, notwithstanding your protests.

His Excellency orders me also to say to you that, however highly he may appreciate the endowments and services of his predecessor, the Councillor José Rodrigues Coelho do Amaral—very appreciable, really—he does not admit that he had more at heart than the Governor-General the honour and dignity of his nation, and the faithful observance of Treaties celebrated by it. Nor can he accept as the rule of his conduct the proceedings of Senhor Amaral, where they may not be in accordance with those established principles and rules which guide his Excellency.

In conclusion, I am commanded to say to you that, inasmuch as you (although you cannot be recognized in any official character to address the Governor-General of this Province upon Slave Trade matters) have allowed yourselves to give to this discussion the character of a diatribe, to which his Excellency, by his position and character, cannot descend, in future, your despatches upon this subject will be returned without the most simple observation, whatever may be the points upon which they touch.

The British Commissioner and Arbitrator in the Mixed Commission have no other functions than those appertaining also to the Portuguese Commissioner and Arbitrator, and can never even act together but in the special cases laid down in the law. They are not recognized nor accredited here to exercise any other functions collectively, and even then it must be in session of the Mixed Commission, jointly with the Portuguese members. For all other purposes his Excellency can only recognize, and will not recognize any but, the accredited Agent of Her Britannic Majesty, which is her Consul serving here.

If, by not wishing to subject themselves to these forms, which are the legal ones, the Agents of Great Britain should give cause for the interruption of those relations with the General Government which appertain to each one of them, upon his Excellency cannot be placed the responsibility of any inconvenience which may result therefrom.

God preserve, &c.

(Signed)

JOSE BARBOZA LEAO.

Inclosure 6 in No. 48.

Her Majesty's Commissioners to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, April 30, 1862.

IN acknowledging the receipt of the despatch delivered to us yesterday, under date the 23rd instant, we have the honour to apprise your Excellency that we will lose no time in transmitting a copy thereof to Her Majesty's Government, together with the entire correspondence which has been exchanged between us, arising out of the communication which, in conformity with the precise instructions of Her Majesty's Secretary of State for Foreign Affairs, we had the honour to address to your Excellency on the 5th instant.

Adverting to the right which the several Treaties with foreign Powers confer on Great Britain, of disposing of negroes found on board captured vessels, your Excellency observes that those Treaties relate only to the ships of the two contracting nations, and that the Treaties celebrated with a certain number of nations cannot authorize the disposal of negroes found on board ships of uncertain nationality.

Portugal having, by the Treaty of the 3rd July, 1842, conceded to Great Britain the right of disposing of the negroes found on board vessels navigating under the Portuguese flag, as freely and distinctly admitted by your Excellency, we cannot refrain from saying that we were induced to hope that your Excellency, as the Representative of Portugal in this province, would, with even greater reason, have as frankly recognized her right to dispose of negroes found on board vessels navigating piratically, which are those vessels referred to in your Excellency's despatch of the 14th instant; that is, vessels without colours and without papers, and therefore not entitled to claim the protection of the flag of any nation or State—vessels navigating against the laws of Portugal and of every other maritime Power.

But as your Excellency in your above-mentioned despatch stated that England "has not the shadow of a right to dispose of the negroes found on board these vessels," and added, moreover, that this is so manifest as to be incontrovertible, we perceive but little utility in prolonging this correspondence by offering any further comments on this point.

With reference to that passage in your Excellency's despatch in which you are pleased to observe that we have now given to this discussion the character of a diatribe, we can only, in reply, beg permission to remind your Excellency that in no one instance have we advanced beyond answering, as briefly and cursorily as possible, the several comparisons and inferences drawn by your Excellency, which we humbly conceived to be faulty. We could not but have regarded ourselves as guilty of a dereliction of duty had we allowed those comparisons and inferences to pass unnoticed. And we beg leave to assure you that we have been most scrupulously and sincerely desirous to abstain from trespassing on your Excellency with any observations on the points at issue, not called for by the tenor of the despatches which we received.

We will take the liberty of submitting to your Excellency only one other observation. It is with reference to the precedents which are stated to be on record, of the British Commissioner and Arbitrator corresponding collectively with this General Government.

Your Excellency states that only one instance appears in which this form of correspondence had been followed anterior to our communication of the 24th ultimo, and even in that instance the records of this General Government do not show that any reply was given.

We beg leave to assure your Excellency that you are labouring under an erroneous impression on these points, inasmuch as the archives of this Commission show that, on more than one occasion the British Commissioner and Arbitrator have jointly addressed the Governor-General of this province, whilst a British Consul was actually resident here; and that in the particular instance referred to by your Excellency in 1854, a prompt reply was given by the functionary then administering the government of the province, the original of which reply is not only deposited in the archives of this Commission, but a copy thereof contained in the papers relating to the Slave Trade, published and presented to the British Parliament by command of Her Majesty in the session of 1855.

If this mode of joint correspondence does not appear more frequently on record, this circumstance is attributable no doubt, to the fact that there has rarely been a Commissioner and Arbitrator on the part of Her Majesty here present at the same time; certainly, until very recently, such had not been the case for the last six years.

But, nevertheless, as your Excellency takes strong exception to our acting collectively in these matters, we beg to say that, with every desire to meet your views, we will take upon ourselves the responsibility of so far deviating from the established practice, and from the rule prescribed by our Government, that, pending its decision on this point, Her Majesty's Commissioner shall in future individually address your Excellency on matters connected with the Slave Trade, should such a course meet with your Excellency's acquiescence.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 7 in No. 48.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Office of the Secretary-General of the Government, Loanda, May 2, 1862.

IN conformity with what was stated to you in the despatches of the 7th, 14th, and 23rd of April last, I am commanded by his Excellency the Governor-General to return to you the official letter which you addressed to him under date the 30th of that month.

I am likewise commanded to say to you that the despatches which you say will in future be addressed to the Governor-General by the British Commissioner will also be returned, inasmuch as his Excellency has already more than once categorically declared to you that he will not accept any correspondence from you, individually or collectively, upon matters relating to the Traffic in Slaves, there being present a Consul of Her Britannic Majesty, the only Agent of the British Government accredited for this purpose, except in the cases prescribed in the Portaria of the 14th February, 1854.

God preserve, &c.

(Signed) JOSE BARBOZA LEO.

No. 49.

Consul Sir H. Huntley to Earl Russell.—(Received July 10.)

My Lord,

Loanda, April 30, 1862.

IN my despatch of the 7th instant, I had the honour of informing your Lordship that in consequence of the Governor-General of this Province having persisted in answering to me, as Her Majesty's Consul, a letter addressed by Her Majesty's Commissioner and Arbitrator jointly to him, I had felt it to be my duty to decline to receive the reply, and therefore had returned it to the Secretary of the Government, by whom it had been written under the orders of his Excellency.

2. Your Lordship being already informed upon my earlier proceedings with regard to this matter, I will first observe that, in addition to the circumstances of a very similar case, as quoted in my despatch of the 7th instant, it appears to me that the present instance is much aggravated by the fact of the letter addressed to me, as stated, being an answer to one written by two other authorities, whose joint letters had heretofore been received by the Governor-General of the time—certainly since the reception here of the Portaria of the 14th of February, 1854.

3. I have now the honour of presenting to your Lordship copies of the correspondence which has ensued, together with other papers, in the whole consisting of eleven inclosures.

4. Your Lordship will see that the arguments used by the Governor-General in support of withdrawing himself from corresponding with Her Majesty's Commissioner, under exceptions, are based upon two grounds, namely, international practice with regard to correspondence, which points out the chief Diplomatic authority present as the means of communication; and secondly, the Treaty of the 3rd of July, 1842, as restricting Her Majesty's Commissioner to operate, with other members of the Commission, in cases actually before the Court, and also in his capacity of member of the Board of Superintendence.

5. The Governor-General, therefore, denies Her Majesty's Commissioner any right whatever to address the General Government of the Province upon any public question separate from those which are in progress in those branches of the service.

6. A question, however, has arisen upon the meaning of the Portaria of the 14th of February, 1854, in virtue of which it is admitted that the privilege of addressing the General Government is granted to the Commander of the British naval forces on this coast, and also to Her Majesty's Commissioner, "when the urgency of the case be such that the service would sustain injury by proceeding according to the established rules."

7. The Governor-General defines the "urgency" to consist in the absence of all British authority at Loanda invested with any class of diplomatic character; and he says that "urgency" cannot occur, consequently, so long as there is a British Consul here; and therefore, as "urgency" cannot exist, so neither can the British Naval Commander, nor the British Commissioner, address the General Government, excepting as mentioned with regard to the latter authority, from the Court of the Commission or from the Board of Superintendence.

8. The foregoing, my Lord, is the case of the Governor-General; and your Lordship will see that "urgency" is made, by it, to depend upon the absence of a certain class of officer, and not, as I shall proceed to show for a time it has, upon the nature of the event which shall have made an address to the General Government a matter of importance.

9. When by the Treaty of the 3rd of July, 1842, the Mixed Commission was instituted here, it was, of course, guided in its correspondence by the common rules then in existence, and the respective Commissioners addressed their own Governments; a method of conveying intelligence then even more dilatory than at the present time, and frequently causing much prejudice to the public service.

10. In order, therefore, to remove this obstruction to beneficial results, an application was made by the British Government to that of Portugal; this application was met by the publication of the Portaria of the 14th February, 1854, the purport of which has been already stated in paragraph 6 of this despatch.

11. Conceiving the subject of this correspondence to involve a case of great importance, the final decision upon which will determine an immense portion of the useful powers of the British Commissioner, in their relation to the suppression of the Slave Trade, I proceed to exhibit, I think, strong reasons for concluding that the privilege of addressing the General Government of this province on affairs connected with the Slave Trade, was granted to the British Commissioner in a manner wholly independent of the presence of any other British authority at Loanda, and for the purpose of overruling international practice with reference to correspondence, because it was found to trammel the operations of the Commission injuriously, in its endeavours to execute, with alacrity and precision, the views of England and Portugal with regard to the suppression of the Slave Trade.

12. Examining the archives of this Commission, I find a despatch, a copy of which I inclose, dated December 16, 1850, and addressed to Lord Palmerston, then Her Majesty's Secretary of State for Foreign Affairs, by the late Sir George Jackson, in which is detailed the conversation that passed between him and the then Governor-General, Senhor Adriaão Acácia da Silveira Pinto, after having discussed the case of the "*Veiga*," a vessel engaged in the Slave Trade.

13. On perusing this despatch, your Lordship will, I think, be forcibly struck with the manifest courtesy and frank desire to meet the views of Sir George Jackson on the part of the said Governor-General; who, so far from objecting to direct communication with the British Commissioner, hears him with readiness and attention, replying to him in a tone indicative of a cheerful co-operation, and

regretting that under existing forms these interviews can only be granted in "courtesy and condescendence;" in the same manner, Senhor Pinto accepted a despatch addressed to him by the naval officer commanding the British squadron on this coast. Senhor Pinto expressed to Sir George Jackson at this meeting, that "he thought it very desirable, considering the intimate relations which existed between Great Britain and Portugal, that such courtesy should be practical, especially in such a case as that of the '*Veiga*,' " a case, as your Lordship will see in the despatch inclosed, which involved "urgency."

14. Here then, my Lord, is the Governor-General, Senhor Pinto, directly opposing his practice and opinion, on precisely the same subject and precisely under similar circumstances, to that of the Governor-General now presiding over this province. The similarity of the past and present case is, my Lord, palpable: Sir George Jackson, then British Commissioner, spoke of the slaver "*Veiga*," Mr. Gabriel, now British Commissioner, wrote of the slaver "*Sophia*"—the cases are equally flagrant. At the first period, Mr. Brand was Vice-Consul, and present at Loanda, and now I am here as Consul. But the conduct and feeling of the respective Governors is utterly at variance.

15. Subsequently to this interview, and doubtlessly connected with it, the British Government solicited from that of Portugal permission for the British Commissioner to address the General Government at Loanda, and after some time the Portaria, already often mentioned, was issued.

16. This Portaria, dated 14th February, 1854, must have reached this province about the same time that Colonel Amaral assumed the administration of its Government, as that distinguished officer relinquished his office in 1860, having held it six years. Now, my Lord, in what sense was that Portaria received and understood by Colonel Amaral? Clearly it was admitted by him to convey to the British Commissioner the privilege to address the General Government of the Province directly, because his letters and other communications there addressed, have been from that time to the present period by that Government received and replied to; and this view of the meaning of the Portaria was taken and adopted, although a British Consul or Vice-Consul, the medium of international communications as a general rule, was residing at Loanda at the time and afterwards.

17. The privilege granted was to be used in cases of "urgency." By this word "urgency," the absence of Consular authority never could have been meant; or if it was, the Portaria meant something of which it spoke not one syllable. The British Government undoubtedly applied for this privilege with a view of concentrating in its Commissioner the chief superintendence over and exposition of its intentions with reference to the Slave Trade, and to enable him readily to apply to an amenable source for assistance to prevent the success of some suddenly devised criminality, which, under the previous process of waiting the reply of the Home Government, would infallibly have completed its object. If, my Lord, it is asked, could not the Consul do all this? I think the simple answer is, that that officer has other duties of importance to overlook, independently of the anomaly of making two separate Departments embrace one subject. The entire attention of the British Commissioner can be given to the one object, and unquestionably Angola promises to demand his watchfulness.

18. Your Lordship will observe that the Governor-General, when reminded of of the fact that for a long period, and in virtue of the Portaria of the 14th February, 1854, the letters addressed to the General Government by the British Commissioner have uniformly been received, declares that course to be an "abusive practice." Colonel Amaral was not an officer liable to fall into an "abusive practice;" and the Governor-General, Senhor Pinto, regretted that he could only concede that "abusive practice" by "courtesy and condescendence," for in his time the Portaria was not in existence. But the inexplicable part is, as it appears to me, my Lord, how it happens that during six or seven years the Government of Portugal tolerated the existence of an "abusive practice," which every mail must have proved to have been in the fullest vigour. It is hardly worth noticing, but somewhat in unison with the ease displayed by the Governor-General in describing the practice of his predecessors, is the manner in which he remarks, with similar facility, upon the despatches which the subject of correspondence has caused, and which are now laid before your Lordship—to gain an apparent advantage, paragraphs have their sentences dislocated, and treated as if they had no connection.

19. I will, my Lord, in conclusion, observe, that in proportion as the well-known latent feeling of this province in favour of the Slave Trade has begun to

unfold itself under the plausible colouring of free emigration, so, concurrently with its advance, unexpected and vigorous efforts have been made to retract the useful privilege so long enjoyed by the British Commissioner, of corresponding with the General Government; as if the object was to reduce his action to the most harmless limit, and render his vigilance of little avail. No officer upheld the rights and dignity of his nation with more energy and judgment than did the late Governor-General, Colonel Amaral; under his administration of the affairs of this province, the Slave Trade, neither real nor under the specious dress of voluntary emigration, could show itself within the boundary of his rule. Colonel Amaral did not feel it a degradation to admit the now contested privilege of correspondence: the contrast is manifest; and perhaps I may be allowed to ask, are the inferences of a pleasing or commendable aspect?

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 1 in No. 49.

The Secretary-General to the Government of Angola to Consul Sir H. Huntley.

(Translation.)
Sir,

Loanda, April 6, 1862.

YOUR despatch of the 4th instant has been received and submitted to his Excellency the Governor-General, and his Excellency desires me to reply as follows:—

2. It is true, as you observe in your first proposition of your letter, that the Portaria of the 14th of February, 1854, gives the British Commissioner in the Mixed Commission, as well as the Commander of the English squadron, the right to correspond with the Governor-General of this province in matters of Slave Trade ("Escravidatura"); but this only when the "urgency be such that the service would be prejudiced by proceeding according to the established rules," which you will see in the copy of the Portaria that was given to you.

3. Now such a case will never occur so long as there may be here a Consul, or other Agent of Her Britannic Majesty, accredited to this General Government; and, therefore, the British Commissioner and Arbitrator were not competent to address the Governor-General, as they did, by their letter of the 24th of March last, because the said Portaria does not give that power to the British Arbitrator in the Mixed Commission, nor could his Excellency the Governor-General, if he wished to answer, do so but by addressing you as British Consul.

4. If you reflect a little more upon the subject of the second proposition contained in your letter, you will find that everywhere, in the absence of Diplomatic Agents, the Consuls exercise more or less the functions of those Agents; and, therefore, it is with you that the Governor-General of the province has to treat upon matters of Slave Trade, excepting under the circumstances mentioned in the Portaria of the 14th of February.

5. In regard to the third proposition, it is apparent that you have been led into error by the person who translated the said Portaria; there, nothing is said of correspondence from the Governor-General to the Commander of the Naval forces and British Commissioner, but of their correspondence with the General Government; therefore the argument of "urgency" indicated by the Portaria is unduly applied to the letter addressed to you: that argument is, on the contrary, only applicable to that letter which the British Commissioners addressed to his Excellency.

6. Finally, with reference to the fourth proposition, his Excellency desires me to say that according to the communication addressed to the Vice-Consul here, Mr. Brand, on the 19th of May, 1854, Earl Clarendon referring to the past says that he concurred in the opinion of Sir George Jackson, that Mr. Brand should have declined to receive Governor Graça's despatch, and should have caused it to have been forwarded to ("a caminhar") the British Commissioner; but that in regard to the future, Mr. Brand was desired to send the letters or despatches which he might receive upon matters of Slave Trade, to the British Commissioner, who was then Sir George Jackson.

7. Therefore his Excellency wishes me to tell you that he cannot avoid remarking, that upon receiving the Governor-General's despatch you should have decided to act in accordance with the opinion as to the past, and not with the order given with regard to the future; and that you should have preferred to return the letter, rather than to receive and remit it to the British Commissioner in the Mixed Commission.

8. His Excellency remains certain of the feelings you express in the end of your letter, as they apply respectively to himself and the high office which he holds; he appreciates and reciprocates them.

9. In conclusion, his Excellency desires me to say, that as you have felt it right to decline letters which the Governor-General may address to you upon the Slave Trade, he likewise determines not to receive those which the British Commissioner and Arbitrator in the Mixed Commission may address to him, excepting under the circumstances expressed in the Portaria of the 14th of February, 1854. He has already made it known to the Commissioner and Arbitrator, and now communicates it to you.

God preserve, &c.

(Signed) JOSE BARBOZA LEO.

Inclosure 2 in No. 49.

Consul Sir H. Huntley to the Secretary-General to the Government of Angola.

Sir,

Loanda, April 10, 1862.

I HAVE the honour to acknowledge the receipt of your letter of the 6th instant, which, with a translation of it, was returned yesterday afternoon to me.

2. It was not at all my desire to have enlarged this correspondence, nor should I have prolonged it now, had not some observations, conveyed by order of his Excellency the Governor-General, in your letter, rendered a brief notice of them necessary; and I feel that the frank objections taken by his Excellency to three out of

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the four propositions displayed in my letter of the 4th instant will ensure a liberal reception to my present remarks.

3. It appears that my first proposition is admitted by his Excellency; and I accept the reading of the Portaria of the 14th of February, 1854, as stated in your letter of the 6th instant, that it is only when by the "urgency" of the case the service would suffer by following the established rules, that the British Naval Commander and the British Commissioner have a right to address the Governor-General on matters connected with the Slave Trade. But his Excellency proceeds to say, that "such a case will never occur so long as there may be here a Consul, or other Agent accredited to the General Government, and therefore the British Commissioner and Arbitrator were not the competent persons to address the Governor-General as they did by their letter of the 24th of March last," &c. I believe the translation of your letter of the 6th, as I have it, is correct; and if so the presence of the Consul would be made to regulate the nature of events. The ability to apply to a Consul, it is needless to say, could not affect the "urgency" of the event which dictated the application. The word "urgency" in the Portaria applies to the event; one might take place necessarily at any time, and would be as pressing in his presence as in his absence. I merely notice this, because your letter founds an argument upon the "urgency," as connected with the presence of the Consul, to deny then the competency of the British Commissioner and Arbitrator to address the Governor-General, even in cases of "urgency," on Slave Trade matters.

4. I would, however, ask leave to call your attention to this fact, namely, that throughout the letters addressed by his Excellency's orders, either to the British Commissioner or myself, the "urgency" of the present case has been prominently and most justly asserted. The Portaria gives the British Commissioner, in cases of "urgency," the right to address the Governor-General on Slave Trade matters. "Urgency" is declared to exist in this case by the letters written by orders from his Excellency; "urgency" is the exact element that legalizes the address of the British Commissioner. Is not, then, the present action of his Excellency at variance with his constant admission of the existence of "urgency?" With regard to the fact of Her Majesty's Arbitrator having signed the letter of the 24th of March last, in conjunction with Her Majesty's Commissioner, I have only to observe that that was done in unison with the practice which has prevailed in the British portion of this Commission since its institution twenty years ago, under many different Governors-General, and no notice having been given of any intention to object to its continuance, up to the 7th instant there was no reason to suppose that exception would be taken to it.

5. Upon my second proposition his Excellency observes that, in the absence of Diplomatic Agents, the Consuls exercise, more or less, their functions; and his Excellency says, therefore, it is with the Consul here that his Excellency has to treat, "excepting under circumstances mentioned in the Portaria of the 14th February, 1854," a most important and conclusive admission.

6. I think I am entitled to complain a little that this proposition has not been wholly considered. It appears to me that my concluding words, "in the presence of the Commissioner," have been overlooked. Undoubtedly the Consuls of England are always the medium of communication between the Government authorities of the nation in which the Consulate is placed and the British Government, where there is no superior Diplomatic Agent, nor Court of Mixed Commission established there; and it is because there is no Court of Mixed Commission established there, that the Consul becomes the channel of Slave Trade, as of other official communications arising in his Consulate. Consuls, indeed, are enjoined to watch over and report upon all matters having a Slave Trade tendency, when there is no Mixed Commission Court in their districts; but where such Court exists the Consul is completely a secondary instrument in affairs of the Slave Trade.

7. With reference to my third proposition, no argument was intended: it contains a simple expression of a belief that, had the answer to the joint letter of the Commissioners been addressed to them instead of to the Consul (as from the "urgency" of the case I think it should have been, it being one purely connected with Slave Trade communications), the case itself would have received no injury.

8. Regarding the observations of his Excellency upon the fourth proposition of my letter of the 4th instant, it is remarked that I have decided to act upon the past rather than to adopt the order for future proceeding in similar cases; and that I returned the letter of the 27th of March last, in preference to receiving and remitting it to the British Commissioner. In the terminating paragraph of my letter of the 4th instant, I distinctly state that to "complete my obedience to the orders contained in the Earl of Clarendon's despatch," I had only to decline and return the letter of the 27th of March to your hands. I supposed when I wrote the word "complete," in the instance cited above, that it would instantly have been inferred that every direction contained in Lord Clarendon's despatch had been executed, otherwise something more than declining the letter would have remained to be done. However, the clear meaning of that passage having escaped his Excellency's notice, probably by its going through translation, I avail myself of this occasion to say, that on the 1st instant I received your letter of the 27th March; about noon on the 2nd instant it was communicated to the British Commissioner, who read and returned it to me. The British Commissioner was at liberty to take such steps as he thought most suitable. In the English acceptation, "communication" does not imply necessity of acceptance—the receiver is free to act as he pleases with the communication; and the letter being returned to me, I found myself at liberty to act as in my belief would meet the approval of Her Majesty's Secretary of State for Foreign Affairs.

9. Repeating the assurance of the sincere respect which I entertain for his Excellency the Governor-General, I have, &c.

(Signed) H. V. HUNTLEY.

Inclosure 3 in No. 49.

The Secretary-General to the Government of Angola to Consul Sir H. Huntley.

(Translation.)

Sir,

Loanda, April 14, 1862.

THE despatch which you addressed to me under date of the 10th instant was presented to the Governor-General, and his Excellency, having duly considered it, orders me to reply as follows:—

2. His Excellency thinks it unnecessary and useless to say more upon the interpretation of the words of the Portaria of the 14th of February, 1854, because he has already said sufficient, and its terms are clear. You are free to understand it as may appear best to you.

3. With regard to the manner in which Her Britannic Majesty's Government may consider its functionaries in this province, and the relative position which they may occupy one with the other according to the orders of that Government, it is a matter exclusively belonging to it, with which his Excellency neither can nor ought to wish to interfere.

4. You say that the "Consuls of England are always the means of communication between the authorities of the nation in which the Consulate is situated and the British Government, where there is no superior Diplomatic Agent," and thus you concur in the opinion of his Excellency, conveyed to you in my despatch of the 6th instant; and, according to this principle, his Excellency has every reason to say that it is with you that this General Government has to treat upon Slave Trade affairs, excepting only those which relate to the Tribunal of Mixed Commission and the Board of Superintendence.

5. But you add, that when there is a Mixed Commission within the district of a Consulate, the Consul is completely a secondary instrument in affairs of the Slave Trade. Now this is a proposition which his Excellency cannot accept, because it has not the slightest foundation.

6. What the Mixed Commissions are, and the mission which they have to execute, is clearly determined in the Treaty of the 3rd of July, 1842, and in Annex B; and the functions of the British Commissioner and Arbitrator in those Commissions are pointed out in the said Treaty and Annex, also in Annex C.

7. The Mixed Commissions decide upon the legality of the detention of ships made by the cruisers in conformity with the Treaty, and they adjudge all questions which may arise out of the capture and detention of such ships (Article III, Annex B).

8. The Commissioner and Arbitrator are Judges of these Tribunals, and adjudge all causes which may be submitted to them. They are members of the Board of Superintendence, whose mission it is to watch over the negroes emancipated in virtue of the said Treaty, in order that they may receive permanent good treatment, full and complete liberty (Articles I and III, Annex C), and nothing more.

9. There is not in any of the Articles of the Treaty nor its Annexes one single word from which it can be sustained that the said functionaries have any other functions but those which have been just mentioned, and much less that they should be superior to the Consular Agents, and ought to discharge a connection with the General Governments, the functions of Diplomatic Agents in matters of the Slave Trade.

10. Now the Treaty is the organic Law which regulates the Mixed Commissions and Boards of Superintendence, and the rule which ought to guide its members and the superior authorities of the country where they are established. No part of this Law has been revoked.

11. At the solicitation of the British Government the Portuguese Government conceded the privilege contained in the Portaria of the 14th of February, 1854, within the expressed limits there established; that is, "when it may not be possible, without inconvenience, to wait a solution through the established means," and these means are, the Diplomatic Agents, in their absence, the Consulates, and in the absence of both, the English Legation near the Government of Portugal.

12. In view, therefore, of this, your proposition to which I have referred is, as stated, without the slightest foundation. It is alone in the absence of a Diplomatic Agent or Consul, and when there may be any inconvenience in waiting a solution by reference to the Portuguese Government, that the British Commissioner and Arbitrator can use the privilege conceded to them by the Portaria of the 14th of February, 1854.

13. His Excellency, therefore, would fail to execute the law, and the orders of his Government, and would depart from the established forms, if he should treat, upon Slave Trade or other matters, with any but the British Agent who is accredited to this General Government.

14. He therefore commands me to say to you, *de novo*, for your information, that all despatches upon the said subject which the British Commissioner and Arbitrator, as well as the Commander of the squadron, may address to him, will be returned, except in legal cases, and that the responsibility of any inconvenience which may arise from this will rest with Her Britannic Majesty's Agents who may refuse to proceed according to the general rules established for international relations, and in accordance with the special arrangements entered into between Portugal and Great Britain.

15. His Excellency is ready to do everything that may be in his power, either by himself or in co-operation with Her Britannic Majesty's Agents, for the suppression of the Slave Trade, because he has true zeal in this as in everything else regarding the duties of his office. Whenever, therefore, they may deem it expedient to bring anything to his knowledge, or to solicit his co-operation, they have nothing to do but to address him through the proper channel, that his Excellency may take all into consideration, which he cannot do when they proceed in a different manner.

16. The Governor-General thinks it unnecessary to say more to you in reply to your despatch, except that what has been stated are, in his opinion, the true principles; that he thinks he ought not to withdraw from them, and that he will not do so; and that it would be superfluous further to discuss these subjects, which will be duly settled by the respective Governments.

17. His Excellency most sincerely reciprocates the sentiments of which you assure him, and feels that you entertain them towards him.

God preserve, &c.

(Signed) JOSE BARBOZA LEAO.

Inclosure 4 in No. 49.

Consul Sir H. Huntley to the Secretary-General to the Government of Angola.

Sir,

Loanda, April 17, 1862.

I HAVE to acknowledge the receipt of the letter sent by order of his Excellency the Governor-General dated the 14th instant, and in reply to express my entire acquiescence in the opinion that the question contained in the correspondence to which this letter relates should now terminate here, and be referred for the consideration of the respective Governments; and I therefore abstain from all remark upon the conclusion at which his Excellency has arrived with reference to my views being "without foundation," farther than to observe that those views have yet to pass an ordeal which may reverse the judgment prematurely pronounced.

I have, &c.

(Signed) H. V. HUNTLEY.

Inclosure 5 in No. 49.

The Secretary-General to the Government of Angola to Consul Sir H. Huntley.

(Translation.)

Sir,

Loanda, April 7, 1862.

BY order of his Excellency the Governor-General I remit to you the copy of a despatch which is this day addressed to the British Commissioner and Arbitrator in the Mixed Commission, in order that you may take cognizance of its contents, and particularly of the solemn protest which his Excellency has made in it.

2. His Excellency, at the same time, commands me to say that he makes the same protest before you, as the Consul and accredited Representative of Her Britannic Majesty near this General Government.

3. His Excellency the Governor-General hopes that you will not fail to report to your Government his proceedings in making this protest, with a view of causing to be duly observed the Treaties and dignity of his nation.

God preserve, &c.

(Signed)

JOSE BARBOZA LEAO.

Inclosure 6 in No. 49.

The Secretary-General to the Government of Angola to Her Majesty's Commissioners.

(Translation.)

Gentlemen,

Loanda, April 7, 1862.

HIS Excellency the Governor-General of the Province has received your despatch of the 5th instant, and examined its contents.

You not being competent to address the General Government of Angola upon the matters to which that despatch relates, as his Excellency observed in a letter addressed to you the same day (the 5th), he might abstain from taking it into consideration or replying to it in any manner whatever.

As, however, the subject of this despatch is of the greatest moment, and Her Britannic Majesty's Consul feels that he cannot receive despatches from the General Government relating to this subject, the Governor-General is of opinion that the prescribed forms ought to be dispensed with this time, and orders that in reply to the above-mentioned despatch I say to you as follows:—

His Excellency is convinced that the Government of Her Britannic Majesty labours under an error if it thinks that from any other part of the coast under Portuguese rule, excepting the port of Loanda, negroes have gone to St. Thomas. The Government of this province prohibited all its subaltern authorities from granting passports for St. Thomas. It is certain that its orders have been obeyed; and it is not aware that in an illicit way any one has left this province for St. Thomas.

Therefore, whatever representations in this respect may have been addressed to the British Government, they are without foundation, and their authors, whoever they may be, are desirous of deceiving that Government.

With respect to the negroes embarked at Loanda for the Island of St. Thomas, they have been embarked in perfect conformity with the law, each one of them being provided with a passport signed by the Governor-General, granted after the observance of the most rigorous formalities.

They are Portuguese subjects who are moving legally from this Portuguese province to another neighbouring province, also Portuguese, and the dispositions of the Treaty of the 3rd of July, 1842, in all their rigour, are observed in respect to them, not more than 10 slaves going in each vessel; indeed, this rigour is even carried beyond that prescribed in the Treaty, because it is there stipulated that each settler cannot take more than 10 slaves in the same ship; and at present, whatever may be the number of settlers, not more than 10 slaves are allowed to go, and the libertos to which the Decree of the 14th of December, 1854, alludes are, in this point of view, put on a footing with slaves, although they are free people.

Thus, also, any reports which may have been made in this respect to Her Britannic Majesty's Government are unfounded, and intended to illude that Government.

His Excellency, therefore, has not to render you any co-operation in putting an end to a practice perfectly legal, such as that which has taken place from Loanda to St. Thomas, an emigration which is carried on under the inspection of the Portuguese authorities, the only authority which has to take cognizance of the matter.

As regards the patacho "Libertade," his Excellency orders it to be said to you that she is about to sail for St. Thomas, and that all the prescribed formalities will be observed; that all the passengers will have perfectly legal passports, his Excellency having already given them to 52 free Portuguese, and 10 slaves, and that beyond the passengers who may take passports, she will only have on board her crew as specified in the muster-roll, that is to say, this vessel will sail in perfect harmony with the law, as they all do, because the authorities discharge their duty.

With reference to the instructions which you say have been received, and which will be given to the commanders of the cruisers in order rigorously to examine and inquire on board the packets and other vessels which transport those negroes hence to St. Thomas, "if they are in that state of entire and perfect freedom which may justify their removal; and in the event of their not being so, to detain the ships and bring them before the Mixed Commission," and referring also to your observation, that the impediments which may therefore arise to licit commerce must be imputed to those who are employed in the forcible conveyance of these negroes to St. Thomas, and not to the proceedings of Her Britannic Majesty's officers, his Excellency orders me to reply to you as follows:—

The Treaty of the 3rd of July, 1842, neither in letter nor spirit, authorizes the English cruisers to inquire on board the Portuguese ships which they may examine, except as to whether they convey slaves or present indications or preparation to engage in the Traffic, and it is only when they convey slaves, or when they present any indications that they are about to receive slaves, that these cruisers can capture or detain them.

The ships which convey passengers from Loanda to St. Thomas do not carry slaves (except those allowed by law), nor do they present any fittings or preparations for receiving them, therefore they cannot be detained or captured.

The English cruisers have not the least right to ask any one of these passengers who is in a free condition, as shown by the passport which he takes, whether he goes or not by his own will; there is not in the Treaties and Conventions a single word which authorizes any interpretation to the contrary, and the dignity and independence of Portugal rejects them.

These cruisers, on finding all the negro passengers with legal passports, and the negroes who are said to be sailors duly entered on the ship's muster-roll, cannot, without offending the Portuguese nation, as a free and independent nation, make any further examination or inquiry whatever, except as to the number of passengers who go in the condition of slaves.

His Excellency, therefore, solemnly protests against the alleged pretension of a right on the part of the English cruisers to inquire into any matter beyond that clearly specified in the preceding paragraphs. He solemnly protests against any proceeding which may take place on board Portuguese ships in virtue of such pretensions, and he likewise protests against the detention or capture of any Portuguese ship under this pretext. And the impediment which may thereby result to licit commerce can never be imputed to those who undertake the emigration from Loanda to St. Thomas with all the prescribed formalities, and under the protection of the authority and of

the law, but to the cruizers who may abuse force, trample on right, and insult the Portuguese flag and nation, in virtue of a pretension which is neither admissible nor justifiable.

His Excellency, however, hopes that such proceedings will not take place, because he cannot believe that the officers of Her Britannic Majesty would wish that the world should witness such strange excesses and abuses practised on this coast by the English naval forces towards Portugal, because she is a small nation, and compare them with the condescension and forbearance shown for so many years towards France because she is a great nation, she having exported from the Zaire tens of thousands of negroes purchased from the natives, without England raising the slightest difficulty; negroes, moreover, who were not, like those who go from here to St. Thomas, French subjects proceeding from one province to another of the same nation.

In conclusion, you say it is your duty to request his Excellency's attention to the serious responsibility which he will incur if it should be proved that the negroes now being embarked for St. Thomas have been introduced there in violation of the Treaty stipulations between Portugal and Great Britain.

His Excellency views it as remarkable that the British Commissioner and Arbitrator should consider it to be their duty to remind him of his responsibility as the delegate of the Portuguese Government in this Colony, because it is, indeed, remarkable; and, consequently, he only orders me to say to you that it was not necessary for you to give yourselves the trouble of reminding him of the discharge of his duties, because he knows them, as he knows also the responsibility which attaches to him if he does not fulfil them; he will answer for his acts before his own Government and country.

Finally, I am commanded to say to you that his Excellency will not in future receive any despatches from you collectively or individually, except upon matters relating to the Mixed Commission or Board of Superintendence, which are those appertaining to you, or upon the Slave Trade in those cases laid down in the Portaria of the 14th of February, 1854, which, on the 7th of August of that year, was communicated to the British Commissioner, that is, "when the urgency of the case may be such that it cannot, without inconvenience, wait a solution through the established course," a case which can never occur whilst there is here a Consul of Her Britannic Majesty. Any despatches which you may address to the Governor-General, except on those matters, and under those circumstances, will be returned.

God preserve, &c.

(Signed) JOSE BARBOZA LEAO.

Inclosure 7 in No. 49.

Consul Sir H. Huntley to the Secretary-General to the Government of Angola.

Sir,

Loanda, April 14, 1862.

I HAVE to acknowledge the receipt of your letter dated the 7th instant, written by direction of his Excellency the Governor-General, accompanied by the copy of another, which his Excellency had desired to be sent to Her Britannic Majesty's Commissioner and Arbitrator respectively, for their information on certain points.

2. His Excellency has also called my attention, as Her Britannic Majesty's Consul, to the solemn protest contained in that copy; and further hopes that I shall not fail to report the circumstances which have caused this correspondence, as well as the protest, to the Government of Her Britannic Majesty.

3. His Excellency may be assured that my best abilities will be used to place the case before Her Majesty's Government with the utmost impartiality.

4. Since the reception of your letter of the 7th instant, with the view of gaining every possible information that might tend to elucidate and adjust differences which have lately arisen on the subject of correspondence between the authorities of His Most Faithful Majesty, and those of Her Britannic Majesty at Loanda, I have engaged myself in research, the result of which I beg to place before his Excellency, as it will assist, I think, in the exposition of the question, namely, "what were the 'established rules' of the Court of Mixed Commission here, where the circumstances occurred which induced the application for the privilege granted by the Portaria, dated February 14, 1854?" These "established rules" have been referred to by his Excellency, but no definition of them has as yet been attempted. I therefore proceed to show—

1st. That the Court of Mixed Commission here was instituted July 3, 1842, by Treaty between Portugal and England, each nation supplying a Commissioner and Arbitrator, the Court having power to take cognizance of matters connected with the Slave Trade.

2ndly. This Court necessarily established its rules, and proceeded to practise its functions.

3rdly. One rule of this Court was that the Commissioners should address their despatches to, and communicate with, their respective Governments.

5. So far then we have an established rule on the question of address and communication.

6. I will now notice that the first Consular appointment from England to Loanda was that of Mr. Brand, December 27, 1844; but Mr. Brand did not arrive till the 23rd of April, 1845; and then in consequence of delay in the receipt of the exequatur, Mr. Brand did not assume his official duties till January 19, 1846; therefore three years and-a-half having elapsed between the institution of the Court of Mixed Commission and the recognition of a Consular authority at Loanda, makes it clear that that authority was not included in forming the established rules of the Court upon the question of address and communication.

7. Subsequently it appears to have been felt that events might occur, rendering it very desirable that the British Commissioner should have the right to address the local authorities at Loanda.

Application for this privilege was accordingly made to the Government of Portugal, and in consequence His Most Faithful Majesty issued a Portaria of the 14th of February, 1854, granting permission not only to the British Commissioner, but also to the British Naval Officer commanding Her Majesty's squadron upon this station, to address the local authorities on matters connected with the Slave Trade, when the "urgency" might be such as to cause injury to the service by adhering to the "established rules;" or, in other words, would by the practice of following the "established rule" of addressing the Home Government, and waiting a reply, sustain injury.

8. Now I think it would be puerile to argue that by the term "established rules," used in the Portaria of the 14th February, 1854, any other than those of the Mixed Commission Court could have been contemplated by that Portaria; and reasonable as this seems to be, the British Commissioner would then have the undoubted right to address his Excellency the Governor-General of the province upon the subject of slavery when the "urgency" of the case was evident.

9. But his Excellency observes that the case contemplated by the Portaria "will never occur so long as there may be here a Consul, or other Agent accredited to the Government." I confess myself at a loss to see

how the presence of the Consul can in any manner influence the case; but if it is meant that the existence of "urgency" places the case under the consideration of the Provincial Government and the British Consul, the course adopted by his Excellency in the present instance, then I say that it becomes a mere change from the "established rules" of one institution to the established rules of another, and that by adhering to either the Portaria falls ignored; for that document, as described, speaks only of departure from "established rules," and that departure is comprehended in the act of the Commissioner addressing the Governor-General, a power taken from him, though vested in him by the Portaria, if the Consul in such cases is made the sole organ of communication.

10. I beg leave, in conclusion, to express my conviction that the British Commissioner has, by virtue of the Portaria cited, an undoubted right to address the Governor-General of this province on Slave Trade affairs when the urgency of the case would render it injurious to follow the "established rules," whether there is or is not a Consul here from England; and, therefore, I respectfully offer it as my opinion, that the British Commissioner had full right to address to his Excellency the Governor-General the letter of the 24th of March last, and that the British Commissioner was justified in supposing that it would have been received, and replied to, in accordance with the practice which has prevailed here since the 14th February, 1854.

11. I avail myself of this occasion to explain that with reference to the custom of Her Majesty's Arbitrator affixing his signature to letters addressed by the British Commissioner to the Governor-General, it is done in obedience to the orders of the Secretary of State, to whom both are subordinate, and of course any objection made to the practice will be duly reported.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 8 in No. 49.

The Secretary-General to the Government of Angola to Consul Sir H. Huntley.

(Translation.)
Sir,

Loanda, April 19, 1862.

YOUR despatch of the 14th instant has been laid before the Governor-General of the province, and his Excellency commands me to reply to you as follows.

2. His Excellency is certain that you will, as you assure him, bring to the knowledge of Her Britannic Majesty's Government, with the impartiality which characterizes you, the protest which he made before the British Commissioner and Arbitrator, and before you.

3. With respect to the arguments which you offer upon the form of correspondence to be observed between the British Agents and the General Government of this province, it appears to his Excellency that they are sufficiently and very clearly answered in the despatches which he has commanded me to address to you.

4. He, therefore, thinks he ought to limit himself to saying that the Court of Mixed Commission, even if it could address the General Government upon matters not relating to the cases of captured vessels submitted to it (which it cannot), could only do so as a Tribunal, that is, with the signature of the Portuguese and British members; that if the British Commissioner in the Mixed Commission could, as you affirm, address himself officially in that character to the Government of the province on matters relating to the Slave Trade, the British Government would not have solicited, some time urgently, as it did, until it succeeded, the faculty which for that purpose was conceded by the Portaria of the 14th of February, 1854, and that, therefore, the Tribunal of Mixed Commissions cannot by any means be considered as constituting that which the said Portaria calls "established course."

5. In my last despatch to you of the 14th instant, his Excellency clearly defined what are those established means, as well as the functions of the Mixed Commission and of its members, and he firmly adheres to those principles which the reasons and arguments offered by you in no degree destroy.

6. As regards the practice which you allege, even granting that it may have existed, his Excellency would fail in his duty if he should sanction abusive practices.

7. I am, therefore, commanded to say to you once more that it is alone with you, as the Consul of Great Britain, that the General Government of this province can correspond, and will correspond, upon Slave Trade matters, and that it will only accept the correspondence of the British Commissioner, and of the Commander of the Naval Station, in the cases pointed out in the Portaria of the 14th of February, 1854, which can only occur when there may be no accredited Agent of Her Britannic Majesty here.

8. In conclusion, his Excellency commands me also to acknowledge the receipt of your despatch of the 17th instant, and to say to you that he is duly acquainted with its contents, and is assured that this terminates the discussion which has been raised upon the form of correspondence.

God preserve, &c.

(Signed)

JOSE BARBOZA LEO.

Inclosure 9 in No. 49.

Consul Sir H. Huntley to the Secretary-General to the Government of Angola.

Sir,

Loanda, April 22, 1862.

I HAVE to acknowledge the receipt of your letter of the 19th instant, the translation of which came to me only yesterday evening.

2. After that my letter of the 17th had been received, in which I stated my acquiescence with the view of his Excellency, as expressed in your letter of the 14th instant, with reference to any farther discussion of the question to which this letter relates, I was not prepared to expect that my letter also of the 14th would have been discussed as it has been by your letter of the 19th instant, now before me, more especially as my letter of the 17th avoided comment upon yours of the 14th instant.

3. I shall adhere still to what I consider to be an agreement to suspend further discussion, though I feel it imperative to disclaim any admission of the validity of the arguments contained in your letters of the 14th and 19th instants.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 10 in No. 49.

Portaria.

(Translation.)

Navy and Colonial Department, Section of the Colonies, No. 2,996.

HIS Majesty the King Regent, in the name of the King, ordains that through the Navy and Colonial Department, it shall be transmitted to the Governor-General of the Province of Angola, for his information and the due purposes, that the British Minister at this Court having, in addition to the notes of his predecessors, solicited the privilege for the Commander of the British Naval Station, and British Commissioner in the Mixed Commission Court at Loanda, to correspond freely with the said Governor-General in matters of Slave Trade; that privilege has been granted for them to use it only in the matters referred to, and when the urgency of the case be such that it may not await a decision through the established course without injury to the service. This having been made known to the Minister for Foreign Affairs for due purposes.

Palace, February 14, 1854.

(Signed)

VISCOUNT ATHOGUIA.

Inclosure 11 in No. 49.

Her Majesty's Commissioner to Viscount Palmerston.

My Lord,

Loanda, December 16, 1850.

A MEETING of the Board of Superintendence having taken place this day, I took the opportunity to ask the Governor whether, and what progress had been made by the "Delegado" in the matter of the "*Veiga*."

2. His Excellency replied that as yet he had received no report on the subject, and on my expressing a hope that he would enable me to report to my Government whatever might be the result of that officer's proceedings, he said that he should have much satisfaction in doing so, as a matter of "courtesy and condescendance;" that in this sense he had replied to a letter he had received from Commodore Fanshawe, and that he thought it very desirable, considering the intimate relations which existed between Great Britain and Portugal, that such courtesy should be practised, and more especially in such a case as that of the "*Veiga*;" that he had consequently used the utmost frankness and good faith ("loyauté") towards both of us, but that he could recognise in neither a right to address him on such matters; that his instructions are, as regards the Commodore, to receive from him any communications respecting the existence of barracoons, and to concert with him with a view to their destruction; and as respects myself, to recognize me as British Commissioner in the Mixed Commission, and to treat me accordingly, but that I had no authority to make to the Governor-General of this province, nor had he to receive from me, any communication individually.

3. Having repeated this very emphatically, and that it was necessary we should understand each other on this head, his Excellency proceeded to tell me, under this reserve, that not having received any answer from the "Delegado," to whom all the papers had been transmitted, at latest on the 6th instant, he had written a second despatch recommending to him the strictest zeal and attention in this matter; and that he was willing to argue favourably from the delay.

4. At the same time his Excellency spoke doubtingly of the identity of the "*Veiga*," and of possibility of proving it.

5. I told the Governor, in reply, that I could not, of course, know what were his instructions, nor did it become me to enter into the question which he had raised; but that I did not for my part consider my duties to be confined to the Mixed Court, but that it was incumbent upon me to watch over and report upon all Slave Trade transactions; that it was under the conception of my duty that I had addressed myself to him, and that he had himself recognized the propriety of my doing so.

6. He said my first visit had been extremely opportune; that at that very moment his mind was anxiously intent upon what had occurred, and that in his conversation with me he had been really glad of an opportunity of giving vent to his feelings.

7. This, he gave me to understand, had caused him to discard all reserve, and that having done so of his own accord, he should of course be still ready ever to act in the same manner, should he receive instructions to that effect from home.

8. I then took my leave with an assurance on the part of his Excellency that he would continue to inform me of what might yet occur in the business, of which he was preparing a most detailed and circumstantial account to his Government.

9. In detailing to your Lordship the above conversation, I could not with a due regard to fidelity avoid mentioning incidentally that part of it which relates to the Commander-in-chief of Her Majesty's naval forces; but I need hardly, my Lord, assure you that in my reply to his Excellency, I abstained from all observations whatever on that point.

10. With regard to what concerns myself, or rather the post I have the honour to hold, I shall be very anxious to receive your Lordship's opinion as to whether the view I have taken of my duty be correct on this occasion, or not; namely, whether I should consider my functions as limited to the Mixed Court, or whether I am not at liberty to address myself to the Governor-General of this province on any matter having reference to Slave Trade transactions, which may occur under his Excellency's jurisdiction.

11. Should your Lordship sanction this view, I venture to submit that it would greatly tend to place the relations between the supreme authority of this province and Her Majesty's Commissioner on a footing from which much benefit might result to the Queen's service, were an instruction in that sense forwarded to the Governor.

I have, &c.

(Signed) GEO. JACKSON.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, July 23, 1862.

I TRANSMIT to you herewith a copy of a despatch which, on the receipt of Sir Henry Huntley's despatch of the 7th April last, I addressed to Mr. Herries, Her Majesty's Chargé d'Affaires at Lisbon,* relative to the course pursued by the Governor-General of Angola in declining to correspond with you as the British Commissioner in the Mixed Commission Court, on matters connected with the Slave Trade, as long as there was a Consular Representative of the British Government resident in the Province.

Since writing my despatch to Mr. Herries, I have received the further voluminous correspondence on this subject, and on the subject of the removal of slaves to St. Thomas, which is contained in the joint despatches of Sir Henry Huntley and yourself, dated the 15th April and the 5th May last.

You will be informed by the next mail of the action which Her Majesty's Government may take in these matters.

I am, &c.
(Signed) **RUSSELL.**

No. 51.

Her Majesty's Commissioner to Earl Russell.—(Received August 11.)

My Lord,

Loanda, May 30, 1862.

ADVERTING to the despatch from this Commission dated the 8th ultimo, inclosing to your Lordship copies of communications which had been addressed to the Governor-General and to the Senior Officer of this division of the squadron, respecting the removal of slaves from this Province to St. Thomas, and reporting that the Portuguese brigantine "Libertade" was then on the eve of sailing from hence with a number of those negroes, I have now the honour to report to your Lordship that Her Majesty's ship "Torch," which was lying in this harbour when the embarkation of negroes took place on board the "Liberdade," left a few hours after that vessel, and having fallen in with her at sea the following day, boarded her, and allowed her to proceed on her voyage.

I have, &c.
(Signed) **EDMUND GABRIEL.**

No. 52.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, August 28, 1862.

WITH reference to my despatch of the 23rd July last, inclosing a copy of an instruction which I addressed to Mr. Herries, Her Majesty's Chargé d'Affaires at Lisbon, on the subject of the refusal of the Governor-General of Angola to correspond with Her Majesty's Commissioners on Slave Trade matters, I now inclose, for your information and guidance, a copy of a despatch from Mr. Herries,† by which you will perceive that the Government of His Most Faithful Majesty disapprove the line of conduct adopted by the Governor-General in this matter, and that instructions in conformity with the views of Her Majesty's Government will be sent to the Governor-General without delay.

I take this opportunity of informing you that I entirely approve the conduct and proceedings both of yourself and Sir Henry Huntley in the communications, which have passed between you and the Governor-General of Angola on this matter.

I am, &c.
(Signed) **RUSSELL.**

* Class B, No. 189.

† Ibid., No. 196.

No. 53.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, August 28, 1862.

I HAVE received your despatches to the 23rd May, inclusive, and with reference to the despatches noted in the margin,* I have to acquaint you that Her Majesty's Government entirely approve the language and proceedings of Her Majesty's Commissioners in the communications which have passed between them and the Governor-General of Angola, on the subject of the transfer of slaves from that province to the Island of St. Thomas.

I am, &c.

(Signed) RUSSELL.

No. 54.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, September 23, 1862.

WITH reference to my despatch of the 28th ultimo, and to previous correspondence upon the subject of the exportation from Loanda of slaves for St. Thomas, I transmit to you, for your information, a copy of a despatch from Mr. Herries, Her Majesty's Chargé d'Affaires at Lisbon,† stating that he has been informed by the Marquis de Loulé that the Portuguese Government have taken effectual measures to put a stop to this practice, and that both the Governor-General and the Provincial Secretary of Angola have been lately recalled.

I am, &c.

(Signed) RUSSELL.

No. 55.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, July 5, 1862.

I HAVE the honour to report that no case has been brought for adjudication before the British and Portuguese Mixed Commission in this city during the half-year ended on the 30th ultimo.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 56.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord

Loanda, July 10, 1862.

THE despatches addressed to your Lordship by this Commission during the present year have made you fully acquainted with the abusive practice which is now being openly carried on here of shipping negroes to the Island of St. Thomas, under the pretext of their being free; and with the steps which, in pursuance of the instructions conveyed in your Lordship's despatch of the 16th of January last, I had taken with the view of putting an end to this system.

2. It is with unfeigned regret I have now to report that the practice referred to has in no way abated, but that each vessel and each packet leaving this port for St. Thomas continue to ship negroes for that island in the same open and undisguised manner as heretofore.

3. The mail-steamer "Dona Antonia," which sailed hence on the 2nd instant, conveyed 82 of these negroes to St. Thomas, under the usual varied denominations of slaves, libertos, and free negroes, who were embarked in the presence of Her

* Nos. 35, 45, and 46.

† Class B, No. 200.

Majesty's ship "Arrogant," bearing the broad pendant of Commodore Edmonstone, commanding the squadron on this coast.

4. Judging from this circumstance, and the fact that the "Liberdade," as reported in my despatch of the 30th of May, 1862, had been boarded, and allowed to proceed on her voyage to St. Thomas after she had been officially denounced by Her Majesty's Commissioner to the Governor-General and to the Senior Officer on this division of the station, my conclusion is that Her Majesty's naval authorities have resolved to refrain from interfering with these vessels, and this in consequence, as I am given to understand, of their not having received any instructions on the subject from the Admiralty.

5. Whatever may be the cause of this apparent resolution on the part of Her Majesty's naval officers, despairing, as I do, of receiving any assistance from the local authorities here in suppressing these malpractices, I cannot too strongly express my conviction that unless Her Majesty's Advisers take this matter into their own hands, no hope can be entertained of this system being abolished.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 57.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, July 10, 1862.

I HAVE the honour to report that Her Majesty's steamer "Antelope," Lieutenant Allingham commanding, captured on the 4th ultimo, off the Congo, a vessel without colours or papers, and having on board 558 slaves who had been shipped in that neighbourhood the day previous.

2. From the description given me by Lieutenant Allingham of the state in which he found the prize, I believe that in the annals of this wicked Traffic no more cruel and striking case of excessive crowding is to be found than this. The vessel was not more than 85 or 90 tons; yet she had, besides her crew, 558 negroes crowded on board of her, which gave the almost unprecedented small space of 1 ton for the accommodation of 7 persons. The slave-deck was not more than 30 inches in height, the quantity of water and provisions which the vessel was capable of carrying was insufficient for the subsistence of so many persons during a voyage, probably of fifty days, to the Havana, unless the slave-dealers had calculated on a great decrease from death among the victims of their lawless cupidity; and although only one day at sea when captured by the "Antelope," such was the filthy state of this vessel that not more than one-half of these slaves could have reached the Havana.

3. Lieutenant Allingham very properly removed a great number of the slaves into the "Antelope," and accompanied the prize to St. Helena for the purpose of bringing her before the Vice-Admiralty Court in that Colony for adjudication.

4. Rumours have been circulated to the effect that this vessel was the "*Paquete de Loanda*," a Portuguese brigantine which cleared out from this port with cattle on the 22nd of May last for the River Congo; but, notwithstanding all my inquiries, I have not succeeded in obtaining any information sufficiently precise and conclusive on this point to warrant me in addressing an official representation to the Governor-General thereon. The practice of clearing out with cattle from this place for St. Thomas and the Congo is, I have reason to suspect, resorted to by the slave-dealers here merely as a pretext for leaving this harbour with certain fittings required for receiving slaves, such as water-casks and other articles. The cattle themselves, which are of little or no value, are easily disposed of when the slaves are to be embarked, and as, in consequence of the energetic measures of the United States' authorities at New York and other American ports, the slave-dealers on this part of the coast have been lately hard pressed from the want of vessels to convey to the Havana the slaves with which their factories are now filled, there can be no doubt but that they will readily take advantage of any facilities which are afforded them by that apathy on the part of the Portuguese authorities in this province which I am sorry to say has latterly been but too apparent.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 58.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, July 12, 1862.

HIS French Imperial Majesty's frigate "Junon," bearing the broad pendant of Commodore M. le Baron Didelot, commanding the French naval forces on this coast, arrived here on the 10th instant, and, having proceeded on board for the purpose of paying my respects to that officer, I am happy to be able to acquaint your Lordship of his having informed me that the system of exporting negroes to the French West Indian Colonies was formally put an end to by him on the 30th ultimo, in accordance with the orders of his Sovereign, and that he had himself witnessed the last shipment, on that day, from the establishment of Messrs. Régis at the mouth of the Congo.

2. I observed to the Commodore that I felt assured Her Majesty's Government would receive this intelligence with great satisfaction, and that, so far as regarded its immediate bearing on the duties confided to me at this place, I unhesitatingly added, that no measure could have been adopted by the Government of the Emperor more desirable and opportune than the termination of a system which the Portuguese authorities in this province had but too plainly evinced a disposition to view in a light highly prejudicial to that sacred cause which the British and French Governments had so much at heart—the suppression of the Slave Trade.

3. On other points connected generally with this question the language of the Baron Didelot was most satisfactory. He assured me that the desire of the Government of His Imperial Majesty for the suppression of the Slave Trade was no less earnest and sincere than that of the Government of Her Majesty the Queen; and, in reply, I observed that he might always rely upon my best co-operation and assistance in carrying into effect the humane views by which both nations were animated.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 59.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, August 1, 1862.

I HAVE much satisfaction in reporting to your Lordship that Her Majesty's ship "Wye," Valentine G. Roberts, Esq., commanding, whilst proceeding from this place to Fernando Po, and being about twenty miles to the southward of the River Congo, in latitude 6° 20' south, and longitude 12° 15' east, on the 25th June last captured a schooner, with 295 slaves on board, bound to Cuba.

2. It appears, from the information gained by Mr. Roberts, that this vessel, which is supposed to have been called the "*Concepcion*," sailed from Matanzas in January last and proceeded to the Gallinas, where she failed in obtaining a sufficient number of slaves. Being deterred from remaining on that part of the coast by the rumoured presence of one of Her Majesty's cruisers, she left that place direct for Mangué Grande, where she shipped her slaves the day previous to her capture by the "Wye."

3. It was stated, also, that she would have embarked 50 or 60 slaves more, but, in consequence of the heavy surf which was running at the time, two canoes were upset in conveying them on board, and several of the slaves having been drowned, the slave-dealers refused to ship any more.

4. This schooner displayed no colours when boarded by the "Wye," and, being destitute of any proof of nationality, Mr. Roberts sent her to St. Helena for adjudication.

I have, &c.

(Signed) EDMUND GABRIEL.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, August 2, 1862.

I HAVE the honour of reporting to your Lordship the capture by Her Majesty's ship "Dart," Commander Richards, of a brig, without colours or papers, found by that cruiser on the 11th ultimo, in latitude 8° 30' south, and longitude 12° 56' east, and fully prepared to receive slaves.

2. The capture of this vessel was effected within a distance of thirty miles of this port, and it was stated that the captain and supercargo had landed in the neighbourhood of Ambriz to make arrangements for shipping the slaves who, to the number of 750, were to have been received in the Congo a few days afterwards.

3. The detained vessel being in a leaky condition, Commander Richards caused her to be surveyed, and, on receiving the report of the officers appointed to perform that service, he deemed it advisable that she should be destroyed.

4. The necessary evidence was sent to St. Helena in order that the case might be duly adjudicated before the Vice-Admiralty Court there.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 61.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, August 4, 1862.

I HAVE the honour to acquaint your Lordship that Her Majesty's ship "Espoir," Commander Douglas, on the 22nd ultimo, in latitude 6° 45' south, and longitude 12° 25' east, captured a barque of about 250 tons, and having on board every fitting requisite for the immediate reception of a large cargo of slaves.

2. From the statement of the crew, and other evidence, there is no doubt that this vessel was called the "*Traviata*," and that she fitted out at Cadiz, which place she left on or about the 16th May last.

3. Her captain was a Portuguese named Vianna, who is well known to have been for many years engaged in this iniquitous Traffic, and who made it his boast on this occasion that although he had been captured by British cruisers six times, he had succeeded in carrying off five cargoes of slaves from this coast. In 1859 he was serving as mate of the Portuguese steamer "*Don Pedro*," one of the packets which run between this place and Lisbon, and having since then made two successful voyages as captain of slavers, he, on the 11th May last, left Lisbon for Cadiz to take command of the "*Traviata*."

4. This notorious slave-dealer was allowed to leave Loanda in the Portuguese brig "*Assombro*," which sailed hence for Lisbon on the 25th ultimo, and we shall soon doubtless hear of his re-engaging in his former nefarious pursuits. It is worthy of note that his name was omitted in the announcement of the "*Assombro*'s" departure, as published in the "*Official Gazette*," although it is invariably the practice to insert the names of passengers on board vessels leaving this port.

5. Commander Douglas sent the detained vessel to St. Helena for adjudication in the Vice-Admiralty Court there.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 62.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, August 8, 1862.

I HAVE the honour to report that Her Majesty's ship "*Antelope*," Lieutenant Allingham commanding, arrived in this port yesterday, having on board 203 slaves who had been captured on the 4th instant off Cabenda, in a small vessel bound for Havana, the person who figured as captain producing no papers, and disavowing all right to the protection of any flag.

2. It appears that this craft was built at Cabenda, and was subsequently fitted out by the American barque called the "Joshua Bragdon," of New Bedford, which has been hovering off that part of the coast for some time past, avowedly employed as a whaler. The compass and other fittings found on board the slaver bore the name of the "Joshua Bragdon," and on Lieutenant Allingham's subsequently visiting that vessel, the manner in which the captain conducted himself towards that officer was most insolent and overbearing.

3. Nearly all the slaves found on board this craft were children, and I have ascertained by personal inquiry from the few adults among them, that they were shipped by two of the most notorious slave-dealers in the Congo—João Nicolao de Barros and D. B. Carvalho—Portuguese subjects whose criminal pursuits in that quarter cannot but be well known to the local authorities here. The vessel herself being small, and quite unfit to perform the voyage to St. Helena, Lieutenant Allingham removed the slaves to the "Antelope," for conveyance to that island, and caused the prize to be totally destroyed.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 63.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, August 9, 1862.

WITH reference to my despatch of the 10th ultimo, I have now the honour to acquaint your Lordship that, from information given me by Lieutenant Allingham, commanding Her Majesty's ship "Antelope," there is no longer any doubt but that the vessel captured by him on the 4th of June last, with 558 slaves on board, was the Portuguese brigantine "*Paquete de Loanda*," which was sold here to the slave-dealers for 8,000 dollars, and afterwards fitted out in this harbour for the Traffic in which she was engaged when captured.

2. The above information, which, subsequent to the date of my despatch already referred to, I had received from the French Commodore, and various other reliable sources, fully proves that the rumours mentioned in that despatch were not without foundation.

3. I would venture again to draw your Lordship's attention to the fact of this vessel having been allowed to leave this harbour fully equipped for the Slave Trade under the pretence of conveying cattle to the River Congo, another circumstance which, as well as the continued activity and effrontery of the slave-dealers in this quarter, I shall feel it my duty to bring strongly under the notice of the Governor-General, the result of which I shall have the honour to report to your Lordship in a subsequent despatch.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 64.

Her Majesty's Commissioner to Earl Russell.—(Received November 11.)

My Lord,

Loanda, August 20, 1862.

I HAVE the honour of transmitting to your Lordship the accompanying copy of a despatch which I have addressed to the Governor-General of this province concerning the capture of the Portuguese brigantine "*Paquete de Loanda*" by Her Majesty's steamer "Antelope," with 558 slaves on board, a few days after her departure from this port.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure in No. 64.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, August 19, 1862.

I REGRET to be obliged to acquaint your Excellency that I have recently received information, on which I have every reason to rely, respecting an infraction of the Treaty which subsists between our respective Governments for the Suppression of the Slave Trade.

Her Majesty's steamer "Antelope," while cruising in the neighbourhood of the River Congo, on the 4th June last, captured a vessel with slaves on board, and in consequence of all traces of her nationality having been carefully made away with before being boarded, she was sent to St. Helena for adjudication in the Vice-Admiralty Court there.

It appears, moreover, from the information given me by the Commander of the "Antelope," that this embarkation of slaves was effected with circumstances of attendant atrocity which aggravate even its inherent guilt, 558 Africans having been crammed into a space far too small to contain them without the greatest degree of torture and suffering.

Reports reached me soon afterwards to the effect that this vessel was the Portuguese brigantine "*Paquete de Loanda*," which cleared out from this port on the 22nd May last, with cattle for the River Congo—only a few days prior to her capture; and after close inquiry into this matter, I have since obtained such information as verifies these rumours. It will not escape your Excellency's penetration that the practice of shipping cattle for the River Congo must tend to facilitate the evasion of the law, unless additional precautions are taken in regard to vessels employed in such a manner, inasmuch as many of the fittings requisite for carrying cattle are precisely those which constitute a Slave Trade equipment, such as water-casks and other articles.

Whether sufficient security was given, as required equally by the law of Portugal and by the Treaty of 1842, that the extra number of water-casks on board the "*Paquete de Loanda*" should be used for legal purposes only, and whether, in accordance with the practice followed here, a bond was entered into by the parties interested in this vessel that they would not employ her in the Traffic in Slaves, are points which can alone be ascertained by reference to the records of the Public Departments here; but in taking leave to bring this subject under the notice of your Excellency, I feel confident that you will see the necessity of setting on foot a severe inquiry into the circumstances under which the vessel in question was allowed to leave this port, with the view of enforcing in due course the forfeiture of the bond, and of bringing to punishment the parties concerned in this scandalous transaction, should it be found that they have been guilty of the crime imputed to them.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 65.

Her Majesty's Commissioner to Earl Russell.—(Received November 11.)

My Lord,

Loanda, August 20, 1862.

HAVING received information, and upon such authority as induces me to credit the correctness of the statement, that the Portuguese brigantine "*Paquete de Mossamedes*," now preparing for sea in this port, is about to be engaged in a Slave Trade adventure, I immediately called on the Governor-General, and acquainted him with the several circumstances connected with that vessel which seem to me to be of a very equivocal nature, requesting his Excellency, at the same time, to cause a close investigation to be made as to her real destination, and directing his earnest attention to the necessity of causing her proceedings to be watched, and due precautions taken in order to prevent, in the present instance, a repetition of proceedings such as recently took place in the case of the "*Paquete de Loanda*."

2. The Governor-General did not deny that there are strong grounds for suspicion against the "*Paquete de Mossamedes*," but he added that, notwithstanding her doubtful character, so long as she kept within the letter of the law, it was impossible for him to interfere with her. As his Excellency, therefore, evinced no disposition to take any active measures in this matter, I thought it expedient to write immediately to the Senior Officer and Commander of Her Majesty's ships on this division of the Station, communicating to them the suspicions I entertain that this vessel is destined to be employed in the Slave Trade, and I have now the honour to subjoin a copy of my despatch on this subject, of which I trust your Lordship will approve.

I have, &c.
(Signed) EDMUND GABRIEL.

P.S. *September 16.*—The originals of this and of the preceding despatch were forwarded under flying-seal to Her Majesty's Minister at Lisbon on the 7th instant.

E. G.

Inclosure in No. 65.

Her Majesty's Commissioner to Commander Hoskins.

Sir,

Loanda, August 19, 1862.

I LOSE no time in acquainting you that a report has reached me upon credible authority that the Portuguese brigantine "*Paquete de Mossamedes*," Captain M. H. d'Oliveira e Silva, now on the eve of her departure from this port, ostensibly bound to Rio Janeiro in ballast, is about to be engaged in the Slave Trade.

The "*Paquete de Mossamedes*" is an American-built vessel of about 250 tons, zinc bottomed, and of very clumsy appearance, painted black, with a narrow white streak, and black mast-heads. She was sold about April last to a Portuguese subject, and is sailing under a provisional passport or register granted her by His Most Faithful Majesty's Consul at Rio Janeiro authorizing her to assume the flag of Portugal, and to proceed to Lisbon, *viâ* this port, within the space of one year from the date thereof, with a view of obtaining permanent papers as a Portuguese vessel, in accordance with the laws of Portugal. Instead of proceeding hence to Lisbon, however, for the purpose mentioned, she is now allowed to clear out here on a return voyage to Rio Janeiro, still sailing under the provisional register referred to.

I have spoken to the Governor-General respecting this vessel, and requested him to cause a strict investigation to be made as to her proceedings, in order to ascertain whether any just grounds exist for suspicion against her. His Excellency in reply admitted his belief in the suspicious character of the "*Paquete de Mossamedes*," but declared his inability to interfere with her so long as she keeps within the letter of the law. It is consequently impossible for me, through the Portuguese authorities here, to interpose any effectual check to this vessel's proceedings; and I have it only left to me, therefore, to request that should she be fallen in with by any of Her Majesty's cruisers on this coast, she may be subjected to a rigid examination under the Treaty with Portugal of 1842.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 66.

Her Majesty's Commissioner to Earl Russell.—(Received November 11.)

My Lord,

Loanda, September 16, 1862.

I HAVE the honour to acquaint your Lordship that Her Majesty's ship "Zebra," Commander Hoskins, whilst cruising about eighty miles west of Black Point to the north of the River Congo, on the 27th ultimo, captured a schooner of about 200 tons, completely fitted to receive slaves, and without papers or colours.

2. The captain of this vessel, who has been long employed in the Traffic, and was captured on a former occasion by one of Her Majesty's ships, declined to give any information respecting her; but she is supposed to have been named the "*Volador*;" and she had on board a crew of twelve Spaniards, from whom it was ascertained that she left Cuba in company with two other slave-vessels; and that having communicated with Kilongo, she was, according to an arrangement made with the slave-dealers at that place, waiting in the offing for twenty days while her slaves were being collected.

3. Commander Hoskins finding the prize to be wholly unseaworthy, caused her to be surveyed; and on receiving the report of the officers appointed to perform that service, he totally destroyed her by fire, and purposes sending the case to be adjudged before the Vice-Admiralty Court at St. Helena.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 67.

Her Majesty's Commissioner to Earl Russell.—(Received November 15.)

My Lord,

Loanda, September 17, 1862.

WITH my despatch of the 20th ultimo, I had the honour of laying before your Lordship a copy of a communication addressed by me to the Governor-General of this province on the subject of the sailing of the Portuguese brigantine "*Paquete de Loanda*," which was shortly afterwards captured by Her Majesty's ship "Antelope" with slaves on board.

2. To that communication I received a reply, translation of which I now beg leave to subjoin (Inclosure No. 1), expressed in terms similar to those which have been of late uniformly employed by the Local Government to evade the just fulfilment of the Laws and Treaty. A hope is therein expressed that I would be able to furnish some "positive document" or other proof of slaves having been shipped on board the "*Paquete de Loanda*," without which it is said that the forfeiture of the bond cannot take place until the expiration of time established by law; and with reference to my suggestion that extreme vigilance should be observed in regard to vessels leaving this port with cattle for the Congo, his Excellency inquires whether it is my wish to extinguish this and all other branches of commerce between Loanda and the ports of the North.

It is then alleged that casks are brought from England and sold in the River Congo at a more reasonable rate than they can be procured here; and various

observations are made upon the expediency of prohibiting the trade in powder and arms on this part of the coast, with a view of checking the Slave Trade.

3. In my rejoinder (Inclosure No. 2), after having stated that it was not in my power to furnish these positive and precise proofs respecting the proceedings of the vessel in question which the Governor-General required, I felt it my duty firmly but respectfully to disavow any such intention as had been attributed to me in regard to impeding licit commerce with the ports of the north.

Respecting the facilities with which it was alleged that vessels about to be employed in the Slave Trade could fit out for that purpose in the River Congo, I expressed my conviction that if his Excellency could now, or at any future time, furnish me with the details of any case in which casks had been supplied by British merchants for the equipment of slave-vessels, Her Majesty's Government would immediately take steps to meet the case.

I deemed it best to refrain from entering into any discussion with the Governor-General as regards the proposed prohibition of the trade in powder and arms, and I will now take the liberty only of saying, that although the pernicious effects of such a measure on British commerce in this quarter might be extensively felt, its assumed utility in discountenancing the Trade in Slaves would be found, I conceive, very illusory.

4. On the 3rd instant I received another despatch (Inclosure No. 3), in which no further allusion is made to the several irrelevant topics above referred to; but it would appear that the tenour of my despatch of the 19th ultimo has been misinterpreted in regard to the proofs of which it was supposed I was in possession, and I am informed that, as they could not be furnished by me, the Governor-General had issued directions to the Crown Attorney to institute a judicial inquiry into the matter.

5. The following day I forwarded a reply to the Governor-General, in which I limited myself to an explanation of the sense in which I had previously stated that the rumours respecting the "*Paquete de Loanda*" had been, in my opinion, confirmed, and I trust your Lordship will consider the terms in which I addressed his Excellency in this, as well as in my antecedent despatch, as meriting your approbation and support.

6. Soon after I had transmitted the above reply, I received a communication from the Judge, requesting me to appear in Court on "a matter of public interest" ("a bem de serviço publico"); and on my doing so, the question was put to me whether I wished to lodge a criminal information against the parties concerned in the "*Paquete de Loanda*," and whether I had any proofs to present of the illicit employment of that vessel.

7. In reply I stated that I did not consider it formed any part of my duty to take steps to indicate such violations of the laws of the country, and that having, as British Commissioner, officially communicated to the Governor-General all the information which had reached me respecting the movements of the vessel in question, I must leave it to his Excellency to make such use of the powers with which he was armed as he might deem best calculated to promote the ends of justice.

8. It remains now to be seen what endeavours may be made by the local authorities for investigating this matter, and for enforcing the penalties of the law against the parties who signed the bond that the "*Paquete de Loanda*" should not be employed in the Slave Trade; but from the obstacles which constantly arise in the course of legal proceedings here for the suppression of the Slave Trade, I fear that it is almost hopeless to expect that the bond will be forfeited.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure 1 in No. 67.

Senhor Franco to Her Majesty's Commissioner.

(Translation.)

Sir,

Palace of the Government, Loanda, August 28, 1862.

HIS Excellency the Governor-General of this Province has seen your despatch dated the 19th instant, in the first part of which you mention that the British steamer "*Antelope*," while cruising on the 4th June last in the neighbourhood of the River Congo, captured a vessel with 558 slaves, and that this vessel having been carefully examined, was found proceeding on her voyage destitute of nationality.

2. In the 3rd paragraph of your despatch you say that having been informed that this was the Portuguese

brigantine "*Paquete de Loanda*," which left this port on the 22nd May last, with a cargo of cattle for the River Congo, you inquired into this matter and found this report to be correct.

3. As the case provided for in the Royal Portaria of the 14th February, 1854, now occurs, there not being in this Province a Consul or Representative of the British Government, the Governor-General orders that I reply to you as follows :—

4. His Excellency would be very glad if you could furnish him with proofs of the fact referred to, in order that he might be able to institute proceedings thereon.

5. You add, moreover, in the same paragraph, that "it will not escape the penetration of his Excellency that the practice of carrying cattle to the River Congo tends greatly to facilitate the violation of the law unless additional precautions are taken respecting ships employed in that manner, inasmuch as the articles necessary for conveying cattle are precisely those which constitute a Slave Trade equipment, such as water-casks and other articles."

His Excellency does not know to what new series of precautions you refer beyond those prescribed in the Treaty of the 3rd July, 1842. Those precautions are always taken when the case provided for occurs, and in general they even exceed those prescribed by the law,—the ships of this province instead of one bond giving two. With respect to what you say as to the practice of conveying cattle, would you wish that this branch of commerce should be prohibited, as well as all others successively, so that the navigation between Loanda and the ports to the north should thus be rendered impossible?

6. If there are any ships which, sailing from this port, are employed in illicit commerce, they do not require water, inasmuch as they can find it cheaper on any point of the coast, especially in the River Congo; nor do they require either to take casks or any other articles from this port, which would uselessly give rise to serious suspicions, because illicit commerce, without excepting even the English, furnishes in all ports on the coast, and without infringing the Treaties, the articles necessary for the most extensive Slave Trade, and principally manufactured goods, the greater part of which is English, for the purchase of slaves. Cask staves in great quantities are brought from England and sold in the River Congo and its vicinity to whoever wishes to buy them, and for whatever purpose they may be required, at the rate of 40 reis per gallon, or 5⁸/₂₀₀ (14s. 6d.) each. In Loanda the same casks would cost about 8⁸/₈₀₀ (24s.) and there are not sufficient of them for the requirements of commerce.

This evil is certainly very difficult to remedy without considerably embarrassing licit commerce.

Nevertheless some goods might be prohibited, such as powder and arms, now almost exclusively furnished by English commerce. These two last-named articles contribute at present more than any others to increase the discords in this part of the African territory, and more than any other to attract the negroes from the interior, who bring down and sell slaves at the points where these goods can be obtained.

7. The suppression of the trade in arms and powder would be a measure of international good faith, and of great importance in contributing powerfully towards the attainment of the desired end—the extinction of the traffic for which the Treaties were framed. Certainly those Governments, animated by philanthropic sentiments, and which feel so lively an interest in the complete suppression of the Slave Trade, cannot omit to take into consideration a measure of this nature the moment it may be brought before them, nor would they sacrifice a cause so important to the comparatively insignificant profits of so prejudicial a branch of commerce.

8. You well know that some days since a British steamer of war was in this port with a cargo of Africans, which she was conveying to the Island of St. Helena, and that those Africans were found on board of a vessel which the British cruiser sank off Devil's Point, near Cabenda, according to the information received, after having transhipped the negroes. You are aware also that this craft was built on the coast, and found there all means of construction, equipment, and lading.

9. In the fourth paragraph of your despatch you say that it can only be ascertained through the proceedings of the Public Department here whether the vessel in question left this port in conformity with the Treaty and with Portuguese law, giving bond for the extraordinary number of casks, and also that they should not be employed in illicit commerce.

10. No ship has left this port without entering into the proper bonds, and thus the brigantine "*Paquete de Loanda*" proceeded on her voyage. She did not take any "extraordinary number of casks for water, or any other vessels to contain liquid," as is expressed in Section 6, paragraph 9, of the Treaty of the 3rd July, 1842. She left this with the water necessary for her crew and for a cargo of twenty-five bullocks, of which four belonged to the French Station, and were sent by the contractor, being legally manifested and despatched, and having even left five of the water-casks which she had on board when she arrived in this port. So careful are the officials in the Public Departments upon this point, that even you, in a despatch dated the 24th March last, complained to the General Government of the want of principles of humanity in the case of a Portuguese ship which had been met at sea, bound to St. Thomas' with passengers, and in want of water.

11. Finally, you dwell upon the necessity of causing a strict inquiry to be made, in order that the fine may be enforced, and due punishment inflicted on the culprits, if there be any. This cannot take place before the expiration of the period established by law unless by means of a criminal process, to found which it would be necessary for you or some other person to furnish a positive document, which his Excellency would be very glad to receive in order to proceed immediately against the parties suspected.

God preserve, &c.

In the absence of the Secretary-General,
(Signed) MANUEL DA SILVA FRANCO, *Official Maior*.

Inclosure 2 in No. 67.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, August 29, 1862.

I DULY received the despatch which, under your Excellency's directions, was addressed to me in reply to mine of the 19th instant, relative to the capture of the Portuguese brigantine "*Paquete de Loanda*" with 558 slaves, who had been shipped on board that vessel only a few days after her departure from this port.

2. The interpretation of the Royal Portaria of the 14th of February, 1854, has been brought into question in this despatch, but I must respectfully decline to enter again into any discussion with your Excellency upon that point; I shall still, however, feel it my bounden duty, whether there be a British Consul in this province or not, to continue as heretofore, in accordance with the right conferred upon me in that Portaria, and in obedience to

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instructions which I hold from Her Majesty's Government, to communicate to your Excellency any information I may receive calculated to bring to a successful issue the humane exertions of the Governments which we have respectively the honour to serve.

3. I am sorry to say that it is not in my power to furnish your Excellency with those positive and precise proofs respecting the illicit employment of the "*Paquete de Loanda*" which, in your opinion, appear to be necessary to enable you to pursue the investigations into this matter, but I will lose no time in transmitting a copy of your Excellency's despatch for the information of Her Majesty's Government.

4. With reference to that passage in your Excellency's despatch which relates to the conveying of cattle to the River Congo, I am glad to find that you do not deny that this practice may tend to facilitate the evasion of the law, but I cannot conceal my surprise that in such cases the necessary precautions should not have occurred to you; and I shall hope that your Excellency, as the Representative of His Most Faithful Majesty, will adopt such administrative measures as may prove that Portugal is as anxious and determined as Great Britain to carry out the Treaty, not alone in its letter, but also in its spirit.

5. Because I suggested that vessels employed in carrying cattle to the River Congo should be subjected to a strict surveillance, your Excellency asks me whether I wish to prohibit this branch of commerce, and you, moreover, inquire if I desire to extinguish all navigation between Loanda and the ports of the North. Your Excellency has strangely mistaken me. I must disavow any such views, and I but deem it due to myself to add that, throughout my long residence in this province, I have never lost an opportunity of impressing, both verbally and in writing, upon the several Portuguese authorities with whom I have had the honour to be associated, the necessity of fostering and encouraging all branches of lawful commerce as the surest means of supplanting the Traffic in Slaves—a Traffic equally opposed to the interests of humanity and to the prosperity of Angola; nor, indeed, have I refrained from expressing these same views to the Government of the Queen on every suitable occasion.

6. Adverting to the intimation thrown out by your Excellency to the effect that British merchants supply the casks requisite for the equipment of slave-vessels, I feel it incumbent on me to request that your Excellency will have the goodness to communicate to me the details of any case of this sort which at any time have come or hereafter may come to your knowledge; for if Her Majesty's Government can be furnished with the slightest information that assistance or encouragement has been afforded to this hateful traffic by British subjects, such information, I feel assured, would be acted on vigorously and efficaciously.

7. Your Excellency appears to think that the prohibition of the trade in powder and arms would essentially contribute towards the suppression of the Slave Trade in this quarter. Permit me upon this point, with all due deference, to differ from your Excellency; but as this is a measure I hardly feel called upon to discuss on the present occasion, I will limit myself to suggesting that it should be left to the consideration of our respective Governments.

8. In expressing your opinion that it is not necessary for vessels engaged in illicit commerce to have recourse to Loanda to prepare for the reception of slaves, your Excellency loses sight of the fact that although those articles of equipment, the prices of which are mentioned in your despatch, may be obtained at a more reasonable rate at the ports of shipment, yet the advantages gained by avoiding the additional risks caused by detention at those places would more than compensate the slave-dealers for any extra expense which might be incurred in fitting their vessels out here.

9. In support of the opinion above referred to, your Excellency cites the case of another small craft, captured by Her Majesty's ship "*Antelope*" in the same locality as the "*Paquete de Loanda*," which, it is asserted, was "built, fitted out, and laden with slaves on the coast." It is true, so far as my information extends, that this vessel was built by the natives at Cabenda, but with respect to her fittings and cargo I regret to have to say that there are circumstances connected with her capture which, no less than in that of the "*Paquete de Loanda*," demonstrate the complicity of some parties in this city, and prove that Portuguese subjects were deeply concerned in this inhuman and criminal speculation.

10. The vessel your Excellency alludes to was fitted out by the American whaler "*Joshua Bragdon*," then cruising off Cabenda; her slave-fittings and her provisions, such as mess-kits, spoons, beans, rice, salt-beef, and medical stores, were sent from this city; and I have ascertained that the Africans found on board this vessel were embarked by two Portuguese subjects, notorious slave-dealers in the River Congo, named João Nicolai de Barros and D. F. Carvalho.

11. In conclusion, whilst on the one hand I cannot but regret, Excellent Sir, that the motive which dictated my despatch of the 24th March last appears to have been misinterpreted, on the other I learn with satisfaction from your despatch that no ships have left this port without entering into the bonds required by law, and it only remains for me to add the expression of my hope that those bonds may be duly enforced in the cases with which it has been my unpleasant duty to occupy your Excellency's attention, viz., those of the Portuguese vessels "*Sophia*" and "*Paquete de Loanda*," both of which cleared out from hence with cattle for the North, and subsequently shipped slaves; as well as that of the "*Gilpin's Bride*," likewise a Portuguese vessel, which is well known to have been employed in the same iniquitous Traffic more than twelve months ago, and that such other measures may be taken as may defeat and bring to punishment future Slave Trade undertakings in the Province under your Excellency's administration.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 3 in No. 67.

Senhor Franco to Her Majesty's Commissioner.

(Translation.)

Sir,

Office of the Secretary of the Government, Loanda, September 2, 1862.
HIS Excellency the Governor-General of this Province has seen your despatch of the 29th August, received to-day.

Not having at present time to enter into the different matters referred to in that despatch with reference to the one which was addressed to you from this Office on the 28th of the same month, which will be done on a better opportunity, his Excellency commands me to reply as follows upon the principal points:

Under date the 28th last month, by order of the Governor-General I stated, with reference to the fact denounced by you of the brigantine "*Paquete de Loanda*" being employed in the Slave Trade, that "his Excellency would be very glad if you could furnish him with the proofs of the fact referred to, so that he might be able to form upon them the basis of legal proceedings."

In the last paragraph of your despatch of the 19th ultimo, you say that the Governor-General will recognize

the necessity of instituting a severe inquiry "for the purpose of duly enforcing the penalty and bringing to punishment the parties involved in this scandalous transaction." To this I replied in the above-mentioned despatch: "This (the enforcement of the penalty and the punishment for which you asked) cannot take place before the expiration of the time established by law unless by means of a criminal process, to ground which it would be necessary that you or some other person should furnish a positive document, which his Excellency would be very glad of, in order to cause proceedings to be taken immediately against the parties indicated."

The Governor-General is sorry that now you cannot furnish him with this positive proof, which might be either documentary, oral, or in any other form which you might consider convenient, having stated in your despatch of the 19th August that "after having duly inquired into this matter you at once obtained such information as proved the veracity of these rumours."

If you had furnished the particulars which proved, as you say, the veracity of these rumours, proceedings would have been immediately instituted. A judicial inquiry was unnecessary, inasmuch as you said you had the proofs which you could furnish directly or by means of any other person.

In the third paragraph of your last despatch you say, you regret that you cannot furnish his Excellency with those positive and precise proofs respecting the illicit employment of the "*Paquete de Loanda*." Now this very much alters the case, and is not what you said in your former despatch respecting the information you obtained with so much facility, and which proved the veracity of these rumours. In this latter case a judicial inquiry shall be instituted, and orders have therefore been given to the Crown Attorney for that purpose.

God preserve, &c.

In the absence of the Secretary-General,
(Signed) MANUEL DA SILVA FRANCO, *Official Maior*.

Inclosure 4 in No. 67.

Her Majesty's Commissioner to the Governor-General of the Province of Angola.

Excellent Sir,

Loanda, September 4, 1862.

I HASTEN to acknowledge the receipt of an official communication addressed to me, by command of your Excellency, in reply to mine of the 20th ultimo, respecting the illicit employment of the "*Paquete de Loanda*."

From this despatch I perceive that your Excellency expected me to supply you with such proofs of the transaction referred to as might serve to form the basis of judicial proceedings against the parties implicated therein.

In reply, I take leave to observe that in stating the information which I had received "verified the rumours," I of course supposed your Excellency would have understood that I had satisfied my own mind of their correctness. Such was my meaning. I now beg to state that in this as in all similar denouncements, I have purposely refrained from bringing mere rumours under your Excellency's notice until I have obtained sufficient confirmation thereof to induce me to give them full credence.

I may be permitted to add that this confirmation of the reports respecting the "*Paquete de Loanda*" was not, as your Excellency says, obtained with great facility, but after patient and diligent inquiry.

It is no part of my duty, however, to prosecute before the Courts of Justice here in such cases, and I must leave it to your Excellency, who has at your command the administrative and police organization of the Province, to ascertain the details requisite to bring the offenders to punishment, and by the exercise of due vigilance and energy to prevent a recurrence of such transactions.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 68.

Her Majesty's Commissioner to Earl Russell.—(Received November 15.)

(Extract.)

Loanda, September 27, 1862.

I HAVE the honour to acquaint your Lordship that on the 17th instant his Excellency José Baptista d'Andrade arrived at this place to assume the office of Governor-General of this province, to which His Majesty the King of Portugal has lately appointed him in the room of Major Sebastião Lopes de Calheiros e Menezes, who has been "exonerated" from the government.

2. Having, according to the usual practice, attended, by invitation, the ceremony of his Excellency's inauguration, I afterwards took an early opportunity of personally tendering my respects. Senhor Andrade, who is a captain in the Portuguese navy, and has seen much service in this part of Africa in command of cruisers, as Governor of Ambriz, and in other offices of trust, has been selected for the important functions now assigned to him in consequence of his high character and his intimate acquaintance with the affairs of this Colony; and I am inclined to hope that that supineness in the fulfilment of the Treaty regarding the Traffic in Slaves which it has of late been so frequently my duty to detail to your Lordship will no longer mark the administration of the Government of this province.

3. At the audience I briefly explained to Senhor Andrade that it was no less the express desire of Her Majesty's Government than my own individual wish to act in perfect accord with his Excellency and with all the authorities of His Most

Faithful Majesty in carrying out the special duties confided to my care, and I expressed a hope that on matters connected with those duties Her Majesty's Commissioners would no longer meet with any obstruction in corresponding directly with the General Government of this province.

4. In reply, his Excellency assured me that it was his earnest wish to maintain always the best understanding with the British functionaries here, and although on his assumption of the government he had purposely refrained from making any public announcement of his intended policy, it would ever be his desire to uphold the honour of his country by a scrupulous fulfilment of the Treaty for the extinction of the Traffic in Slaves, and that he should feel happy in communicating with me at any time, either personally or by letter, for the furtherance of that desirable object.

5. Senhor Calheiros, on the occasion of his publicly resigning the reins of government to his successor, delivered an address, in which, after giving a succinct review of the present state of the province, financial and political, and the unsatisfactory nature of the relations existing with some of the native tribes in the interior, he spoke as follows :—

“I ought now to refer to a matter of great importance. At the commencement of my administration, the amicable relations between the General Government of this province and the Commander of the United States' naval forces were seriously threatened; they were not, however, interrupted, and the solution was satisfactory.

“The demands which the Agents of Her Britannic Majesty have at various times pressed upon this General Government have been met in accordance with the law, and as became the dignity of the nation.

“The relations with the Commander of the naval forces of His Majesty the Emperor of the French have been most cordial.”

6. Senhor Calheiros leaves this to-morrow for Lisbon in the Portuguese mail-steamer “Zaire,” and the person who has held the office of Secretary-General under his administration has also been removed.

No. 69.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, November 24, 1862.

I HAVE received your despatch of the 20th of August last, relating to the capture of the Portuguese brigantine “*Paquete de Loanda*,” with slaves on board, which vessel cleared from Loanda on the 23rd of May last, with cattle on board for the River Congo; and I have to convey to you my approval of the note which you addressed to the Governor-General of Angola, requesting that inquiry might be made, with the view to proceedings being adopted against the parties implicated in this affair.

I am, &c.
(Signed) RUSSELL.

No. 70.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, November 24, 1862.

I HAVE to acquaint you that I approve your proceedings as reported in your despatch of the 20th of August last, in regard to the Portuguese brigantine “*Paquete de Mossamedes*,” suspected of being destined to be employed in the Slave Trade.

I am, &c.
(Signed) RUSSELL.

No. 71.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, December 23, 1862.

I HAVE received your despatch of the 17th of September last, inclosing copies of a further correspondence between the Governor-General of Angola and yourself, relative to the case of the Portuguese brigantine "*Paquete de Loanda*," which sailed from Loanda with a cargo of cattle for the Congo River, and was shortly afterwards captured by a British cruizer with slaves on board; and I have to acquaint you that I approve the communications addressed by you to the Governor-General in this matter.

I am, &c.

(Signed) RUSSELL.

LOANDA. (*Board of Superintendence.*)

No. 72.

Her Majesty's Commissioner to Earl Russell.—(Received April 2, 1862.)

My Lord,

Loanda, December 21, 1861.

I HAVE the honour to acquaint your Lordship, that having convened a meeting of the Board of Superintendence on the 20th of October last, for the purpose of resuming my seat as a member thereof, I found that neither his Excellency the Governor-General nor Her Majesty's Acting Commissioner, who had been officiating during my absence from my post, had taken the oath required by the IIIrd Article of Annex C to the Treaty of the 3rd July, 1842, before entering upon the duties of their offices.

I accordingly felt it my duty to propose that, before the Board proceeded to transact any business, his Excellency should take the prescribed oath, to which, after some hesitation, he assented; and having done so in the presence of the principal Magistrate of the place, the Board met yesterday, and ordered that the fact should be duly entered on its records.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 73.

Her Majesty's Commissioner to Earl Russell.—(Received April 2, 1862.)

My Lord,

Loanda, December 29, 1861.

I BEG leave to report to your Lordship that, at a meeting of the Board of Superintendence yesterday, I proposed to his Excellency the Governor-General that, in consequence of the prolonged absence of Señor Constantino Antonio Vares Ferro, who has for some years past held the office of Curator of Liberated Negroes, Senhor Manoel Alves de Castro Francina, the gentleman who has been employed as Assistant Curator, and since 1857 discharged the duties of the office to the entire satisfaction of my late colleague Governor Amaral and myself, should be confirmed.

His Excellency at once acquiesced in this proposal; and Senhor Castro Francina having accordingly been appointed Curator, the oath prescribed by the IVth Article of Annex C was duly taken by him before the Board, and a record of the fact entered on the Minutes.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 74.

Her Majesty's Commissioner to Earl Russell.—(Received April 2.)

My Lord,

Loanda, December 31, 1861.

THE Board of Superintendence having recently been reconstituted, in conformity with the stipulations of Annex C to the Treaty of the 3rd July, 1842, as my previous despatches of this series will have informed your Lordship, the first step which it appeared to me necessary to take was to legalize the course taken by the members who sat at its meetings in May last, inasmuch as the fact of neither of

those gentlemen having taken the oath prescribed in the IIIrd Article of the Annex referred to, before entering upon their offices, rendered all their acts, in my opinion, *ipso facto* invalid, and of none effect.

2. I ascertained that the individuals amongst whom a portion of the emancipated negroes had been distributed by the orders of the Governor-General and Her Majesty's Acting Commissioner in May last, were willing to retain their services, and that the negroes themselves were satisfied with their present situations, therefore it did not seem to me necessary that the arrangements which had been previously made should be cancelled or revoked; but I submitted to my colleague the Governor-General a proposal that the Board, being now regularly and legally constituted, should enter on its Minutes a formal confirmation of those arrangements.

3. Your Lordship will perceive, from the extract of the Minute of Session of the 28th instant (a translation of which I do myself the honour to subjoin), that the Governor-General concurred in this proposal, adding, however, certain counter-observations and opinions of his own upon this point which I did not deem it requisite to combat, or even to reply to, inasmuch as the Board had virtually adopted the proposal submitted by me.

4. After considerable difficulty, my Lord, I have succeeded in learning that the whole of the negroes who were brought into this port with the launches adjudged by the Mixed Commission during my absence from my post, were handed over to the Department of Public Works at this place, and there remained employed as common labourers until a meeting of the Board of Superintendence was convened by the Governor-General on the 1st May, 1861, seven months after their emancipation.

5. There is nothing on record in the archives of the Mixed Court to show the number that died in the interval between the capture of those launches and the promulgation of the sentences, nor how many of them actually received certificates of emancipation from the Court. All that it is now possible to establish with any degree of certainty is, that 108 were captured, that 98 were delivered over to the Department of Public Works, and 72 transferred, on the date above mentioned, to the charge of the Board of Superintendence. It has been quite out of my power to arrive at any satisfactory conclusion as to the manner in which the remaining 36 were disposed of; but it certainly does seem to exceed credibility that this proportion could have died in the period intervening between their capture and their being transferred to the charge of the Board of Superintendence; and the circumstance of so many being deficient cannot fail to excite the worst suspicions as to the conduct of those under whose care those unfortunate beings were improperly placed.

6. The 72 emancipated negroes delivered over to the Curator on the 1st May, 1861, are all, under these circumstances, that the present Board can be called upon to account for, and I am able to assure your Lordship that I shall spare no effort in securing to the survivors of those people the full enjoyment of the benefits stipulated for them by the Treaty.

7. By an early opportunity I shall have the honour of handing to your Lordship a list of the several individuals to whom the Africans are now apprenticed out, showing the numbers conceded to each person, and their occupations.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure in No. 74.

Extract of the Minute of Session of the Board of Superintendence of December 28, 1861.

(Translation.)

Present:

His Excellency the Governor-General.

Edmund Gabriel, Esq., British Commissioner.

Señor Manuel Alves de Castro Francina, Curator and Acting Secretary.

IT was stated by Mr. Gabriel that, in his opinion, the proceedings of the Board, as recorded in the Minutes of Session of the 1st and 15th May, 1861, require to be legalised, inasmuch as neither his Excellency the Governor-General, nor Sir Henry Huntley, the British Arbitrator acting in the absence of him the British Commissioner, had previously taken the oath required by Article III of Annex C to the Treaty. He, therefore, proposed that the Board, being now legally constituted, should adopt and confirm the arrangements previously made, as set forth in the Minutes of the above-mentioned dates.

His Excellency the Governor-General replied that, although in his opinion the Board of Superintendence had been regularly constituted, and the resolutions passed by it were therefore perfectly legal, he had no hesitation

in acquiescing in the proposal of the British Commissioner, inasmuch as it amounted to nothing more than a ratification of the proceedings which had been already taken, without thereby giving any additional legality to those proceedings. He therefore considered as legal and ratified the acts of the Board recorded in the Minutes of the 1st and 15th May, 1861.

No. 75.

Her Majesty's Commissioner to Earl Russell.—(Received April 2.)

My Lord,

Loanda, January 5, 1862.

HEREWITH I have the honour to inclose, for your Lordship's information, a translation of the Report for the Quarter ended on the 31st ultimo, received by the Board of Superintendence of Liberated Negroes from the Curator.

I have, &c.

(Signed)

EDMUND GABRIEL.

Inclosure in No. 75.

Report of the Curator of Liberated Africans.

(Translation.)

I HAVE the honour to report to the Board of Superintendence of Liberated Negroes that, during the quarter ending yesterday, I visited at different times the liberated negroes in charge of the Board, and found—

1. That they are properly treated.
2. That the liberated negroes entrusted to private individuals are employed in various domestic occupations, and that those conceded to the Municipal Chamber are in the service of the town.
3. That the Municipal Chamber having intimated to the Board in a despatch dated the 25th November last, that it no longer required the services of 27 of the liberated negroes, which had been conceded to it, they were therefore returned to the Government dépôt. One of them died in the hospital on the 10th December last, 23 were distributed amongst private individuals, and 3 are yet in the said dépôt.

St. Paul de Loanda, January 1, 1862.

(Signed)

M. A. CASTRO FRANCINA, *Curator.*

No. 76.

Earl Russell to Her Majesty's Commissioner.

Sir,

Foreign Office, April 17, 1862.

I HAVE to acquaint you that I approve your proceedings as reported in your despatch of the 31st December last, relating to the disposal of the negroes captured on board the launches that have been recently condemned in the Mixed Commission Court at Loanda.

I have, however, to observe, that there appears to have been great neglect in having delayed for seven months to assemble the Board of Superintendence for the purpose of taking charge of these liberated Africans.

I am, &c.

(Signed)

RUSSELL.

No. 77.

Her Majesty's Commissioner to Earl Russell.—(Received July 10.)

My Lord,

Loanda, April 5, 1862.

HEREWITH I have the honour to inclose, for your Lordship's information, a translation of the Report for the quarter ended on the 31st ultimo, received by the Board of Superintendence of Liberated Negroes from the Curator.

I have, &c.

(Signed)

EDMUND GABRIEL.

Inclosure in No. 77.

Report of the Curator of Liberated Africans.

(Translation.)

I HAVE the honour to bring to the knowledge of the Board of Superintendence of Liberated Negroes that, during the quarter ending yesterday, I visited at different times the libertos in charge of the said Board, and found as follows :—

1. That they are properly treated.

2. That the libertos in the service of private individuals are, for the most part, employed in domestic occupations, and some in agriculture, in the suburbs of the city, and that those remaining in charge of the Municipal Chamber are employed in the service of the town.

3. That the liberto Paulo Sumbo, who was conceded to Antonio Joaquim Carneiro Homem, returned to the Government depôt on the 17th of January last, the said individual no longer wishing to retain his services.

4. That on the 18th of January last the liberto Vula, who had been conceded to Joaquim Fernandes Moreira da Costa, died of diarrhœa, and that I ordered the corpse to be interred after having duly identified the same.

5. That the Municipal Chamber, by letter of the 7th of February last, stated that it no longer wished to retain the services of the three libertos of whom it had retained charge in December last year, and they were accordingly returned to the Government depôt. It communicated also the death in the hospital of the other three libertos, and that the negress Adriana Huelle was under treatment there.

It appears also from information subsequently received that this negress also died in the hospital, but that the Municipal Chamber was not made acquainted with it; and therefore there are now in charge of the said Chamber only six libertos.

St. Paul de Loanda, April 1, 1862.

(Signed)

M. A. DE CASTRO FRANCINA, *Curator.*

No. 78.

Her Majesty's Commissioner to Earl Russell.—(Received August 11.)

My Lord,

Loanda, June 10, 1862.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 17th April last, approving of my proceedings as reported in my despatch dated the 31st December last, relating to the disposal of the negroes captured on board the launches condemned in the Mixed Commission at this place in 1860.

Your Lordship observes, however, that there appears to have been great neglect in having delayed for seven months to assemble the Board of Superintendence, for the purpose of taking charge of Liberated Africans.

Whilst returning your Lordship my best acknowledgments for the approval of my proceedings, as conveyed in the above-mentioned despatch, I trust I may at the same time be permitted to observe that I am in no way responsible for the delay which occurred in reconstituting the Board of Superintendence, inasmuch as I was on leave of absence throughout the whole of that period; and it was only on resuming my duties in September last, that after considerable difficulty I succeeded in ascertaining how and when the negroes liberated during my absence had been disposed of.

I have, &c.

(Signed)

EDMUND GABRIEL.

No. 79.

Her Majesty's Commissioner to Earl Russell.—(Received September 27.)

My Lord,

Loanda, July 5, 1862.

WITH this despatch I have the honour to submit to your Lordship a translation of the Report addressed to the Board of Superintendence by the Curator for the quarter ended on the 30th ultimo.

I have, &c.

(Signed)

EDMUND GABRIEL.

Inclosure in No. 79.

Report of the Curator of Liberated Africans.

(Translation.)

I HAVE the honour to bring to the knowledge of the Board of Superintendence of Liberated Negroes that, in the course of the quarter ended yesterday, I visited at different times the libertos in charge of the said Board, and found—

1st. That they are properly treated.

2ndly. That the libertos in the service of private individuals are employed, some in domestic occupations, and others in agriculture in the suburbs of the city; those of the Corporation being engaged in the service of the town.

3rdly. That the negress Christina, who was in charge of Francisco Martino Gomes Teixeira, was returned to the Government depôt on the 8th of April last; the said Teixeira having discharged her.

4thly. That, on the 27th of April, the liberto Pedro Canga, who was in the service of Dona Thereza de Aguiar e Castro, died, and the body, after being duly identified, was interred. That the liberto João disappeared from the service of the said Dona Thereza without any justifiable cause.

5thly. That there returned to the Government depôt, on the 27th of May, the negresses Maria and Isabel, who were captured by the police in the suburbs of the city, having deserted before the distribution of the Liberated Negroes, had taken place.

6thly. That, on the 20th of June, the liberto Sabi, who was in the service of Francisco Barboza Rodrigues, died under medical treatment in the hospital; and the liberto named João has disappeared from the service of the said Barboza.

St. Paul de Loanda, July 1, 1862.

(Signed)

MANUEL ALVES DE CASTRO FRANCINA, *Curator.*

No. 80.

Her Majesty's Commissioner to Earl Russell.—(Received December 2.)

My Lord,

Loanda, October 5, 1862.

INCLOSED I have the honour to lay before your Lordship a translation of the Report for the quarter ended the 30th ultimo, received from the Curator by the Board of Superintendence of Liberated Negroes.

I have, &c.

(Signed)

EDMUND GABRIEL.

Inclosure in No. 80.

Report of the Curator of Liberated Africans.

(Translation.)

I HAVE the honour to inform the Board of Superintendence of Liberated Negroes that during the quarter ended yesterday, I visited several times the libertos under the care of the Board, and found—

1. That they were properly treated.

2. That the libertos conceded to private individuals were employed, some in domestic occupations, others in labour in the suburbs of the city, and those hired by the municipality, in the public service of the town.

3. It appears that the liberto João, who had, as stated in the report for the second quarter, absconded from D. Thereza de Aguiar Castro, has returned to the service of the said lady.

4. That the liberta Marianna, who was conceded to Ignacio José de Moraes, junior, has been discharged from the hospital, where she had been under treatment since the 6th September.

5. That on the 10th of the same month the liberta Thomasia, conceded to Luiz Gomes de Carvalho Vieira, died.

St. Paul de Loanda, October 1, 1862.

(Signed)

MANUEL ALVES DE CASTRO FRANCINA, *Curator.*

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA STATION.

No. 81.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at St. Paul de Loanda, November 18, 1861.

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, that Her Majesty's Acting Commissioner at Loanda in August last brought under my notice a practice that is now being carried on by direction of the Portuguese authorities of shipping, principally by the periodical packets, so-called free negroes or emigrants from that place to the Island of St. Thomas, in apparent contravention of the existing Treaty between Great Britain and Portugal.

The Governor being absent, and the services of the "Arrogant" urgently required elsewhere, I was unable at that moment officially to look into the matter, but, on my return to Loanda a few days since, I lost no time in communicating with the Governor, which I preferred doing in the first instance personally, and in the presence of Mr. Gabriel, rather than enter into any correspondence.

As all the bearings and working of this new scheme have already been so fully reported upon by the Commissioners to the Foreign Office, it is not necessary that I should again on this occasion enter into any further details, but will merely express my earnest conviction that no time should be lost in arranging this important business between the two Governments, in order that our future course may be made clear, and that the serious responsibility of interfering with these packets may be avoided.

The Governor, who is a very able and intelligent man, and I believe sincerely desirous of putting down the Slave Trade, has evidently organized this new scheme, no doubt also encouraged by his own Government. At my late interview with him he did not at all attempt to evade the question; on the contrary, he assured me that it had been well considered; that he had taken, and would take, every possible precaution that only *bonâ fide* free blacks were embarked; that every one individually carried a passport, which he showed me, endorsed by some responsible party; and that he did not think he would be justified in preventing a free black more than he would a free white in emigrating in the manner described.

I pointed to his Excellency what abuses this practice would open the door to; that it evidently was not contemplated when the original Treaty was enacted; and I suggested to him the propriety of deferring any further shipment until the views of our Government had been ascertained on that point; but he declined acceding to my proposal.

As this matter evidently is of some importance, and might lead ultimately to unpleasant results, I trust it will not escape the earliest attention of Her Majesty's Government.

I may mention that the Island of St. Thomas is only one-tenth part cultivated; therefore labour being very valuable, it is not likely that slaves would be resold from there, but it is obviously possible, and not improbable, that at any time it might suit the convenience of the slave-dealers to do so.

I have, &c.

(Signed) W. EDMONSTONE.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at St. Paul de Loanda, November 18, 1861.

I HAVE the honour to transmit, for the information of the Lords Commissioners of the Admiralty, a copy of my report to the Commander-in-chief on the state of the Slave Trade between the 1st January and the 30th September, 1861.

I have, &c.

(Signed) W. EDMONSTONE.

Inclosure 1 in No. 82.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

(Extract.)

"Arrogant," at Sea, Lat. 4° 57' S., Long. 9° 55' E., November 7, 1861.

I HAVE the honour to report on the state of the Slave Trade, &c., on the West Coast of Africa, between the 1st January and 30th September, 1861, being a continuation of my letter of the 24th March last to Rear-Admiral Sir Henry Keppel, K.C.B.

As I am greatly indebted to the cruisers under my orders for the material to enable me to form my Report, and which, owing to the particular nature of the Station, has only lately reached me, I was unable to make my Report at the proper time; but as I am now in possession of information on this subject up to the 30th September from the cruisers in the Bights, having recently paid Lagos a visit, and having been personally on the South Coast, I have thought it proper to extend my Report over a period of nine months, so as to furnish you with all information on Slave Trade matters, up to as recent a date as possible, which I hope will meet your approval.

Eighty-two vessels, capable of conveying 45,143 slaves, are supposed to have been engaged in this nefarious Traffic during the period of this Report.

I am happy to say 10 vessels, capable of conveying 3,643 slaves, have been captured by Her Majesty's cruisers, thereby rescuing 1,032 human beings from slavery, 8 of these vessels being empty when taken.

In addition to which the "Bloodhound" captured a boat with 5 slaves at Batanga on the 27th of August; and Commander Wildman, of the "Philomel," was the means of releasing 11 more, the property of a Dutch subject, as brought to your notice in my letter of the 22nd September last, making a total of 1,048 slaves that we have emancipated.

In my last Report I had the honour of alluding to the successful efforts made by the United States' cruisers in putting a check to the Slave Trade under their flag. I have now the satisfaction of recording the capture of three more vessels, capable of conveying 2,800 slaves. One of them, the "Nightingale," was taken while in the act of shipping, with 960 on board, and the other two were empty; this makes a grand total of 13 vessels, capable of conveying into slavery 6,443 human beings, that have been captured by the joint exertions of the United States' and our own squadrons, the number of slaves actually released being 2,008.

It is, however, greatly to be deplored that, in spite of our mutual efforts to check the Slave Trade, no less than 15 vessels, capable of carrying away 8,400 of our fellow creatures, have escaped during the period of this Report, as shown in Inclosure 4. This is a serious increase to the number supposed to have got off between June and December 1860, viz., 5, but I am happy to say the number of vessels captured is also greater than I had the honour of showing in my last Report.

The following vessels have been fallen in with and boarded by Her Majesty's cruisers on the South Coast:—*"Lucy Johnson," "Express," "Fleet Eagle," "Brutus," "J. J. Cobb," "Mariquita,"* and the *"Thomas Watson,"* the whole under the American flag.

I think that the number of vessels that have escaped, viz., 15, having on board between 8,000 and 9,000 slaves, chiefly procured from this part of the coast, is, perhaps, under, but certainly a pretty fair average of the probable supply, obtained without delay or difficulty. I may also mention here that vessels are generally three or four weeks making their arrangements for shipping, and I consequently cannot imagine that so large a number could at different times have come across for that purpose, without being seen by either the United States' or our own cruisers.

I now beg to bring under your notice the following vessels which have been fallen in with, but not during the period of this Report:—*"Orlando,"* American, was boarded by Her Majesty's ship under my command at Sierra Leone, and the *"Justice Story,"* American, by the "Alecto" in the Bights; as also the Portuguese vessels *"Esperanza,"* by "Alecto," at Quittah, and the *"Paquete de Porto Novo,"* off Whydah, by the "Espoir."

I now proceed to bring to your notice the under-mentioned vessels, all under American colours, as they have been boarded by Her Majesty's cruisers:—*"John Gilpin,"* at St. Paul de Loanda; *"St. Helena,"* at St. Paul de Loanda; *"Elizabeth,"* at the Isles de Los; *"Warren White,"* in the Bights, *"Calionida,"* in the Sherbro River; *"Lillian,"* at Sierra Leone; *"Robert Wing,"* at the Isles de Los; *"Marshall,"* in the Bights; *"George and Mary,"* whaler, on the South Coast; *"City of Manchester,"* at Cape Coast Castle; *"Said Bin Sultan,"* at Whydah; *"Seameu,"* off the Congo; *"Nye,"* whaler, off the Congo; and *"Concordia,"* whaler, off the Congo.

The vessels are in all probability honest traders, and some of them are well known as such, making regular trips to and from the coast; those fitted as whalers are, perhaps, the most suspicious out of the number.

The Slave Trade is now, with a few exceptions, entirely carried on under cover of the American flag, and taking into consideration the great protection it affords to that illegal Traffic, I think the success met with by our cruisers during the past nine months ought to be a subject of congratulation; and I feel confident that were our powers of interference not so limited, many more vessels would have been captured, as the appearance of *bonâ fide* slavers on this coast has been much greater than has been seen for some time.

While the withdrawal of the United States' squadron gives additional facility to the slaver, who can now carry on this barbarous Traffic with the utmost impunity, it now, more than ever, cripples our efforts to check it; for in former times a vessel under American colours having slaves on board, when met with by any of our cruisers, would prefer destroying her register and throwing her flag overboard, and thus become denationalized and a prize

to such cruiser, than be taken to an United States' vessel. Now, however, they have nothing to dread, and will, of course, defy the interference of our cruisers, whether full or empty, and the Spanish Slave Trade to the Havana will be carried on under the American flag more freely, and with less risk than ever. The number of suspicious vessels on the coast is a proof of how they appreciate the absence of the American squadron.

Should such a case happen that a vessel with slaves on board, under American colours, is met with by any of our cruisers, it would have the best effect if we were to be permitted by the United States' authorities to send her across to the States under charge of a prize crew, to be delivered over to the proper authorities; the "Saratoga" being the only American man-of-war on the station, and her movements very uncertain indeed. She, therefore, can afford little or no assistance to us in suppressing the Slave Trade.

If this course were to be adopted once or twice, it would go far to prevent the United States' flag from being any longer so openly a protection to the Spanish Slave Trade.

I need scarcely allude to the mutual good feeling that I am happy to say existed between our respective squadrons to the last: the satisfactory manner in which we have at all times co-operated is a proof of that feeling, and the capture of the "*Triton*" and "*Falmouth*," as shown in Inclosure 3, the result of such co-operation.

I am convinced that Flag Officer Inman and his officers have throughout been in earnest to put a stop to the Slave Trade from being carried on under the American flag, and had the law of the United States admitted of vessels with the usual slave-fittings only being condemned, the blow to that illegal Traffic would have been something very considerable. As it is they have taken 8 vessels capable of carrying 6,225 slaves, and succeeded in releasing 3,885 human beings from captivity during the period I have had the honour of being Senior Officer on this portion of the station under your command.

I now beg to draw your attention to the principal localities where the Slave Trade is at present carried on. In the

North Division

I fear that this inhuman Traffic has increased; 4 vessels have been captured since my last Report, and I got off from the River Nunez. King Catty is supposed to have supplied the slaves in the latter case; but as reliable information of the movements of those known to be interested in the Trade is easily procured on this part of the coast, which is the most civilized, and where legal commerce is developed to a greater extent, there is no hope of its ever reviving very much.

At present it is conducted by a Spanish Company, who employ small vessels to suit the navigation of the rivers, as will be seen on referring to Inclosure 2, but I am thankful to say as yet they cannot have succeeded in their discreditable enterprise; this, in a great measure, is owing to the exertions of Commander Smith, who has during his service on the North Coast captured 5 vessels.

It appears that slaves are procured and shipped principally in the Nunez, Pongas, Debruka, Sherbro, and in the Gallinas; but the River Pongas is without doubt the head-quarters of slavery in this Division, and the Sherbro and its neighbourhood the market from whence supplies are chiefly procured.

As King Catty is evidently engaged in connection with Mrs. Lightbourne in carrying on the Slave Trade in this river, I have issued directions, in compliance with Admiralty letter of the 24th of June last, addressed to you or the Senior Officer at Sierra Leone, to punish that Chief for breaking his Treaty with Her Majesty's Government, should sufficient proof of his having done so be established, communicating on the subject with Governor Hill.

I look forward to the permanent establishment of a timber trade in the Bagroo with great interest, as it will certainly be the means of doing away with the Slave Trade from the Sherbro in a great measure, by the wholesome check it must afford to the movements of those engaged in that illegal Traffic, as also tending to introduce legitimate commerce to a greater extent in that river.

Slaves are also occasionally taken from the Sierra Leone River in canoes, but I have not heard to what extent. The principal description of Slave Trade in the North Coast is, however, domestic. The Spanish Company already alluded to has only been recently set on foot, and appears not to have answered as yet.

That portion of the Coast over which the Liberian Government have any influence is, I am happy to say, entirely free from the taint of slavery.

I have the honour to bring under your notice some information which has reached me regarding the legal trade in this Division.

At Cape Settlement there appears to be a very flourishing trade in palm oil, cane, and other description of dye-woods, ivory, and sometimes a little gold dust; but I hear that at present we are not represented: there is, however, a factory belonging to the house of Hatton and Cookson of Liverpool, about three miles from the entrance of the Cavalla River.

The palm-oil season commences here in December, when the nut is gathered, and the oil is ready for shipment during the months of May and June; the quantity exported, exclusive of the English factory, of which no statistics could be obtained, is about 300,000 gallons annually.

The "*Falcon*" visited Cape Palmas by my order in July last, when Commander Heneage ascertained without doubt that suspicious vessels do frequently call in there, and also at Monrovia, for information of the movements of our cruisers, and to procure their letters, &c., that arrive by the mail.

The export of slaves from the Bights Division is chiefly carried on within that part of the Coast over which Dahomey's power and influence is felt, and as a rule it may be said from nowhere else in this Division to any serious extent. The usual shipping-places are Aghwey, Great and Little Popoe, and Whydah.

I have only positive knowledge of one shipment having taken place, and that is supposed to have been the "*African*" from the Coast between Quittah and Addah.

I learn, however, with regret from Major de Ruignes, lately the Commandant at Accra, that two known slave-vessels under the American flag have been seen at anchor in the Dutch roads; in all probability they have got off, as I have not heard further news of them, nor have they been met with by any of our cruisers.

That officer also informs me that slave factories are in existence in the Volta Islands. I have therefore ordered Commander Bedingfeld to cause this part of the Coast to be constantly watched for some time to come.

In the Brass River I am happy to say this illegal Traffic has entirely ceased to exist, no vessel of a suspicious nature having been seen in its vicinity since the one captured by the "*Archer*," about two years ago; but there appears to be a little slaving in the Segama River, principally carried on during the dry season, and by small vessels. In this instance slaves are collected between the Segama and Nun, and taken outside the Bar, from whence they are shipped.

In the rivers in the Bight of Biafra the palm-oil trade has altogether superseded this nefarious Traffic, but domestic slavery still exists, and a great inclination to rise against their masters has lately manifested itself on

the part of the former, but no disturbances have taken place, and the rivers are being constantly visited by our cruisers.

It is to be hoped that our new position at Lagos will have the wholesome effect in time of checking the Slave Trade in Dahomey's country, which I can confidently assert is the only part of the Coast in this Division where it prevails to any serious extent.

There is no doubt that the destruction of Porto Novo is the greatest blow that has been for some time past inflicted on this illegal traffic, and I believe it has had a good moral effect on the neighbouring tribes, and now that our traders are permitted to enjoy the same privileges of residing there, which formerly was only accorded to the Brazilians and other known slave-dealers, a check will necessarily be placed on the movements of those interested in this barbarous traffic.

Legal Trade.

There are several American and Portuguese traders who compete with us and the Hamburg shipping at Lagos and the coast to windward: but the greater portion of the palm oil finds its way into the English market from the rivers in the Bight of Biafra, where at present, I am thankful to say, things are pretty quiet, and trade, on the whole, satisfactory.

In the Benin some outrages have taken place, and matters are not so promising as I should wish. I cannot but think that the supercargoes very often, by their own conduct, and other reasons which I will explain hereafter, bring about these disturbances, which are readily created, but not so easily put down, and very injurious to our commercial interests and the development of trade.

Our merchants, who have so much at stake, cannot be too careful in selecting their representatives in these rivers, for it requires great tact and judgment to deal with an ignorant and unprincipled race, such as the native traders mostly are; and as the evils of the old trust system, now happily exploded, are still felt on both sides, by the supercargo or agent in endeavouring to collect the bad debts of several years' standing, and by the native trader, who cannot or will not pay, but prefers selling his oil to a new trader in the river, to whom he owes nothing, and will, therefore, get his cloth or other articles in exchange, an unpleasantness is often the necessary consequence; and hence follow those frequent checks so injurious to trade and the commercial spirit which it is our object to establish, and sometimes even more serious disturbances, which the presence of a man-of-war alone can check.

On King Pepple having been properly re-installed in the Bonny, I took an early opportunity of communicating with him by letter, telling him that we shall expect great things of him, and that he must do all that he can to preserve order, and increase the trade of the river. A copy of that letter, as well as one to the Chairman of the Court of Equity, I annex, for your information, and I trust you will be pleased to approve of what I have done in this matter. At present, I am happy to say, everything is quiet in the Bouny, so far as our traders are concerned, and I venture to hope will remain so.

All the information in my possession relative to the Niger I had the honour of furnishing you with in my letter of the 29th ultimo.

King Jack at Batanga, I regret to say, has several times evinced a disposition to be troublesome to our traders settled there, but the "Bloodhound" having lately visited that place, I hope it will be more quiet.

I have much pleasure in bringing to your notice that William McCoskry, Esq., at present the Acting Governor of Lagos, has procured from England a steam-tug vessel, capable of crossing the bar, and that, in consequence, several vessels have already been towed into the Lagos River, and shipped their oil, &c., inside, instead, as formerly, of having it sent out in the cargo-boats, entailing great expense and risk, and frequently serious loss of property.

South Division.

The Slave Trade in this Division is almost general, and without doubt the principal market from whence the Havana is supplied. I regret to say it has considerably increased, since my last Report, in many parts of the coast where it was nearly extinct, viz., the neighbourhood of Cape Lopez, and to the southward of St. Paul de Loanda, and I fear it will continue to do so, so long as our hands are tied, and the demand for slave labour in Cuba remains; for it is too profitable a speculation, and at the present moment without much risk, to be easily given up by those who have so much interest in it.

The following places along the coast are selected for shipment:—

North of the Congo:—Banda Point, Black Point, Landano, Malemba, Cabenda Bay.

In the Congo:—Bullembemba, Bullock Island, Ponta da Lenha.

South of the Congo:—Mangue Grande, Vista, and the coast between Muella and Fonda Bay.

But beyond a doubt the River Congo, its immediate neighbourhood, and Cabenda, are the principal.

Embomma, one of the greatest slave-marts in Africa, being only thirty miles from Ponta da Lenha, with which place it has a water-communication, and there being one also between Landano, a little to the northward of Cabenda, via the River Kacongo and Ponta da Lenha, an almost uninterrupted water-communication is established between Embomma and Cabenda. This fully accounts for the facility with which large numbers of slaves are so easily collected, both in the neighbourhood of the Congo and at Cabenda, and they can easily transfer them from one place to the other when requisite.

Although the Portuguese are not actually found on board slave-vessels as a rule, they (individually) certainly take a very prominent part in this nefarious Traffic as agents, and make the necessary arrangements for collecting and shipping the slaves.

The following are a few of the localities where Portuguese slave-dealers reside, viz., Kilongo, Loango Bay, Longo Bonda, Killo River, Black Point, Landano, Cabenda, and at Chincoco, about six miles to the northward of Cabenda. There are also several in the Congo and at Mangue Grande.

Some of these places have barracoons, and others not; but it is difficult to gain positive information on this point, as they may be there to-day, and gone to-morrow. According to circumstances, they are scarcely ever visible to a ship passing, being erected a little distance inland.

At Cabenda one Francisco Frank is mixed up greatly in the Slave Trade, and has large barracoons, which, on my late visit to that place, I endeavoured to discover, and sent my head krooman on shore for the purpose; but the approach is well guarded, and they would not let any one near the place. We heard, however, that slaves were collected there in great numbers, and, when necessary, they are sometimes sent to Bullembemba.

I was mistaken in my idea that King Jack of Cabenda had much to do in providing slaves, but I believe his men and canoes sometimes assist in shipping them.

From Cape Lopez, Zanga Tanga, and the River Nazareth, a regular Slave Trade, I am sorry to say, has been established with the Islands of Princes and St. Thomas, carried on chiefly by small coasting vessels, and barracoons have been formed. It is also reported that a person of the name of Benzebat, Portuguese merchant at Princes, is concerned in it.

Whether these slaves go to the Havana eventually, I am not in a position to say, but it is a well-known fact that slave-vessels not unfrequently call in at St. Thomas. I myself saw the "*African*" off that island in June last.

However, I believe that a want of labour to cultivate the coffee plantation is felt on that island. This, perhaps, may account in a measure for the importation of slaves, the only difference being that, instead of going to Cuba they go to St. Thomas, where I understand they sell for 100 dollars, being purchased on the coast for about 20 dollars.

I look upon this as a most serious addition to the Slave Trade, as there is no knowing to what an extent it may in time be carried, and the difficulty we may have to stop it; perhaps it is in contemplation to make St. Thomas an intermediate dépôt. I have drawn the attention of the senior officer of the Division to the necessity of closely guarding Cape Lopez and its neighbourhood.

At St. Paul de Loanda a great deal of domestic slavery is carried on.

The Slave Trade, I regret to say, has also revived to the southward of Loanda. Barracoons are erected near Cape Martha, and a Portuguese of the name of José Correa has one also at Caranjumba Bay, the first bay to the southward of Cape Martha, whose boats, with proper Portuguese papers, are to be constantly met with along the coast, loaded with food for slaves.

Equimina has two Portuguese establishments, one having a large slave-yard; and Commander Bedingfeld, of the "*Prometheus*," reports that he saw a large barracoon capable of holding several hundred slaves, about two miles south of the Rio Mamangando.

I have mentioned these circumstances to the Governor-General of Angola, when he at once denied all knowledge of the fact; and I believe that, so far as his Excellency is concerned, he seems really anxious to put down this nefarious Traffic.

I have taken proper measures for a cruiser constantly to visit this part of the station, and trust it may tend to check the evident attempt at reviving the Slave Trade, which I fear is intended. The vessels usually met with in this neighbourhood are those ostensibly fitted as whalers.

I have much pleasure in bringing to your knowledge the capture of the "*Lyræ*" by the "*Ranger*" on the 28th of October last, at sea, about sixty miles to the westward of Mangué Grande, with 890 slaves on board. This vessel shipped in the Congo, and is not shown in Inclosure 3, as the information reached me after I had commenced this Report.

I learn also with regret that the "*Gilpin's Bride*" succeeded in making her escape, with 300 slaves, in May last, and the "*Fleet Eagle*," with 500, about the 15th ultimo, both from the Congo. Neither of these vessels are included in the annexed Tabular Statement (Inclosure 4); the "*Gilpin's Bride*" has been for several years past engaged in legal trade on this part of the coast.

The "*J. J. Cobb*," boarded by the "*Alecto*," under American colours, and towed into St. Paul de Loanda, as reported in Commander Raby's letter of the 4th ultimo, has been detained by the Portuguese authorities, being unable to procure any securities that she will not engage in the Slave Trade.

I believe at present there are no suspicious vessels on this part of the coast except the "*J. J. Cobb*," at least none have been seen by our cruisers; and I may here observe, that from March to October is the time when the greater number of slavers come across from the western ports.

This concludes all the information I am in possession of relative to the Slave Trade on the station.

French emigration still continues from the dépôts at Loango, and Banana in the Congo, but their transports do not arrive regularly, and at times large quantities of emigrants are awaiting shipment.

The French authorities pay on an average about 40 dollars for them, being double the value of a slave; but they look better in appearance, and however bad the system undoubtedly is, I am happy to say they are at least well treated, and seem contented with their lot. Both these establishments have been visited by officers from the "*Arrogant*," who were received with great courtesy, and shown over the premises, &c.

Commander Beamish, of the "*Wrangler*," reports that there were no less than five emigration-ships at anchor off Banana on the 22nd of May last, when he took an opportunity of going on board some of them, and informs me that they are most scrupulously clean, well-ventilated, and roomy; and the provisions appear to be very good.

Legal Trade.

The French settlement in the Gaboon is well conducted. The principal buildings consist of an hospital, barracks, and a dépôt capable of containing 5,000 tons of coal. They have also a hulk fitted as a hospital-ship, and store-houses.

Supplies of bees'-wax, ivory, gum, and ebony, but there are no French merchants engaged in the trade, which is carried on entirely by agents from our English houses. Palm oil could be had, but the natives are too indolent to procure it.

The establishment of the French Emigration Dépôt at Loango, I regret to say, has proved very prejudicial to actual legal trade at that place, for when a native is in want of goods, he can procure them without any trouble to himself, by selling one of his slaves at the Dépôt. Of course they prefer this to the labour of procuring ivory, wax, copper, gum, &c.; and I am told that if this emigration was to continue for any length of time, the English factory would have to be closed. I trust this will not be necessary now that the French Government are going to put an end to their scheme for procuring labour for their Colonies.

Chincoxo and Landano are the two best places for procuring palm-oil to the northward of the Congo; this is accounted for by the facilities afforded by the river communications already alluded to, and I hear, with pleasure, that the supplies of this article have increased lately.

At Cabenda large quantities of wood—of the satin or box-wood description—called "*souza*," might readily be procured. The natives are certainly the most industrious and useful of any that I have seen; in fact, the Cabenda men may justly be called the kroomen of the South Coast. Stock, in fowls, goats, pigs, and the usual tropical fruits and vegetables, can be purchased alongside in great quantities. I am sure if a factory was established at this place a very considerable palm-oil trade would soon be developed; as it is, I hear that it has been increasing lately.

In the Congo I regret to say legal trade has suffered very much, in consequence of the increased demand for slaves, and also the French emigration system; and I am told that the factory belonging to the firm of Hatton and Cookson, of Liverpool, is going to be broken up, and that eventually all legal traders will be obliged to leave the river.

Mr. Meecham, Agent for the house of Tobin and Son, was the other day compelled to leave his factory at Ponta de Lenha, as the natives had threatened to make a prisoner of him; he managed to escape, under cover of the night. I here beg to inclose a copy of a letter which I have received from that gentleman, as it will show you, better than I can explain, the present state of affairs in the River Congo.

At Kinsembo I am glad to say that things are quiet, and a considerable trade in ivory, gum, and coffee, is being carried on.

The exports from St. Paul de Loanda are palm-oil, coffee, ground-nuts, gum, bees'-wax, orchilla (a kind of dry moss), and copper ore, which latter article is increasing in quantity.

The following is a correct list of the legal American traders which have visited that port during the nine months ended September 30, 1861, and which information I was enabled to procure through the kindness of Sir Henry Huntley, Her Majesty's Arbitrator, from the Custom-house at Loanda, viz.:—"Lucy Johnson," "Tidal Wave," "Gilpin," of Boston, "Swallow," "Hazard," "St. Helena," New York; and the "Shailer," of Salem.

I am told that some valuable coal-mines have lately been discovered a short distance from Loanda, up the River Congo.

The trade to the southward of Loanda consists principally of dried fish at Little Fish Bay, and the orchilla at Elephant Bay: this moss makes a valuable dye, and fetches 40*l.* per ton in the English market. Empty colliers frequently go South to take in a cargo, or, I should say, as much as they can get, for it is scarce and difficult to get it.

The Portuguese, I hear, are endeavouring to establish a Settlement at Embomma, but I do not know how far it is true.

In conclusion, I hope you will be pleased to approve of the efforts made by the squadron under my orders towards the suppression of the Slave Trade, as detailed in this Report, which has been carefully made out from the information I have received from the cruizers on this station, and my own personal experience.

RETURN of Slavers captured by Her Majesty's Cruisers on the West Coast of Africa, between the 1st January and 30th September, 1861, of which information has been received.

CLASS A.

Date of Sailing from last Port.		The Vessel's					Intended		By what Ship Captured.		Captured.		Remarks.
Name.	Nation.	Rig.	Tons.	Owners.	Cargo.	Place of Shipment.	No. of Slaves.	Date.	Place.				
Not known...	None*	Brigantine	Condemned at 147	Not known	None: was partially stripped and abandoned	Had shipped in the Pongas, but put back	400	Torch	1861 Jan. 19	In a narrow creek about 32 miles up the Pongas	Had shipped her slaves and proceeded outside the river, but had to put back on account of sickness, when the slaves were landed. Had no crew, papers, or colours on board at time of capture, and was burnt, being on shore and partially stripped of her rigging.		
Ditto	Ditto	Topsail schooner	Condemned at 52	Ditto	About 100 water-casks and some wood	River Bramiah	100	Ditto	April 14	Head of Bramiah Creek, about 60 miles up	Was partly fitted with a slave-deck and abandoned. Endeavoured to get her slaves in the Pongas.		
From Machias on Dec. 13, 1860; arrived at St. Thomas, in the Eighties, on Feb. 4, 1861; and then sailed for the Congo, either on the 7th or 8th of March, Havana, November 27, 1860	Ditto†	Brig	166	A Company out of Havana	539 slaves	Shipped at Mangue Grande, on May 9, 1861	550	Falcon	May 19	At sea, lat. 3° 55' south, long. 14° 41' west	Commanded by a son of Captain Lockhart's, of the "Storm King." Had no papers on board to entitle him to fly the American flag.		
Ardennes	Ditto	Barque	Not known	Not known	493 slaves	Shipped at Mangue Grande, on May 22, 1861	493	Wrangler	May 23	At sea, lat. 6° 37' south, long. 11° 49' east	At first hoisted no colours, and threw a Spanish ensign overboard, and then hoisted American colours, but had no papers to prove her nationality on being boarded. A man called Vegarti was supposed to be captain. This vessel was seen by the "Archer," going up the Congo on the 4th February, 1861.		
Gibraltar, not known	Ditto†	Topsail schooner	195	Not known, but of Barcelona	None	Landano	500	Prometheus	May 27	Landano	She had no flag or papers, and was left in charge of Senior Rodriguez, a Spaniard, at Landano, and being unseaworthy was burnt.		
Not known...	Ditto‡	Ditto	Not known	Not known	Slave-deck and usual fittings, &c.	In the neighbourhood of the Gallinas River	360	Torch	June 13	In the River Gallinas, inside the bar	Had no crew, papers, or colours on board, and had been originally detained by the Liberian Government. She was burnt the day after capture, being inside the bar, and a heavy surf rendering it impossible to bring her out. Her measurement was as follows: From knight-heads to taffrail, 95 ft. 11 in.; breadth of beam, taken over upper deck abreast of foremast, 26 ft. 2 in.; depth of hold, taken from main hatchway, 9 ft. 10 in.		
From Matacong Island, not known	Ditto	Ditto	About 120	Ross	Fitted in all respects for the Slave Trade	Ntuez	300	Ditto	July 3	About 13 miles off the River Ntuez, in lat. 10° 39' 40" north, long. 15° 54' 30" west	Had no papers on board to prove nationality, although she hoisted the Spanish flag, but the master, on being boarded, said the vessel was entitled to no protection. Master's name, J. Kos.		
Supposed to be from Cadiz, not known	Ditto	Brigantine	About 160	Not known	Slave-deck laid and otherwise fully equipped for the Slave Trade, and having the usual description of food for slaves	Probably in the neighbourhood of Ambrizette	500	Alecto	July 11	At sea, lat. 8° 40' south, long. 18° 11' east	Had down Spanish colours, but no papers to prove nationality, and was captured in consequence of information given by Captain Taylor of the United States cruiser "Saratoga."		
Not known...	Ditto	Felucca	75	Ditto	Water calvances...	The barracaons a little to the north of Ambrizette	200	Philomel	Aug. 6	Off Ambrizette	Flew the American flag, but on being boarded had no papers to prove nationality.		
Supposed to have sailed from Cuba, not known	Ditto	Ditto	About 90	Ditto	Slave provisions and fully equipped, and slave-deck laid	Cabenda	250	Wrangler	Aug. 31	Cabenda	On being chased was deserted by her crew: had no papers on board, and was afterwards found to have flown Spanish colours, and was consigned to a well-known slave-dealer at Cabenda (Spaniard). This slaver was burnt in consequence of the same papers being taken on board after she was abandoned, and previous to capture.		
							3,643						

* Had shipped under Spanish colours.

† Flew the American flag during the chase.

‡ Had down Spanish colours.

§ Is said to have flown Spanish colours.

|| This vessel was seen by the "Bloodhound," off Cape St. Paul's, on 23rd April, 1861.

From January 1 to September 30, 1861, 1,032 human beings released from slavery, and 10 vessels captured, capable of conveying 3,643 slaves, including the above number, by Her Majesty's cruisers.

"Arrogant," at Sea, Lat. 4° 51' S., Long. 9° 55' E., November 7, 1861.

(Signed)

W. EDMONSTONE, Commodore and Senior Officer.

Q

Inclosure 3 in No. 82.

Return of Slavers Captured by the United States' Squadron, on the West Coast of Africa, between the 1st January and 30th September, 1861, of which information has been received.

Date of Sailing from last Port.	The Vessel's						Intended, or		By what Ship Captured.	Captured.		Remarks.
	Name.	Nation.	Rig.	Tons.	Owners.	Cargo.	Place of Shipment.	No. of Slaves.		Date.	Place.	
Liverpool ...	Nightingale ...	American ...	Ship ...	1,066	Schmidt and Woodbury	960 slaves	Cabenda	1,600	Saratoga	1861 Apr. 21	Cabenda, while shipping	640 slaves were waiting on the beach to be shipped at the time of capture by the "Saratoga's" boats. Captain Bowen was taken in the vessel, but managed to escape. The "Nightingale" was boarded by the "Archer," on the 22nd January, 1861, in the neighbourhood of the Congo; and by the "Sharpshooter" on the 6th or 6th of April, 1861, near Cabenda.
Norfolk, not known	Triton ...	Ditto ...	Brigantine ...	211	Reis and Co. ...	Empty; fitted with slave-deck, &c.	Congo	Intended 600	Constellation	May 21	Ponta da Lenha, River Congo	On this occasion the "Constellation's" boats were towed up by Her Majesty's ship "Prometheus."
Not known	Falmouth ...	Ditto ...	Brig ...	208	Lemas ...	Slave-deck had, and usual fittings, as also provisions for slaves	Red Point	Intended 600	Sumpter	June 14	Off the Congo	The captain of this vessel gave himself to the "Prometheus" on being boarded, and requested to be taken to an American cruiser; and is the same vessel that was detained by the United States' ship "Portsmouth," and not condemned.
					Total	960 slaves		2,800				

From January 1 to September 30, 1861, three vessels captured, with 960 slaves on board, but capable of conveying 2,800 slaves, by the United States' squadron.

"Arrogant," at sea, Lat. 4° 57' S., Long. 9° 55' E., November 7, 1861.

(Signed)

W. EDMONSTONE, Commodore and Senior Officer.

Inclosure 4 in No. 82.

Return of Vessels which are said to have Escaped with Slaves, from the West Coast of Africa, between the 1st January and 30th September, 1861.

Date of Sailing from last Port.	The Vessel's					Place where Slaves were Shipped.	Date of Shipment.	Remarks.
	Name.	Nation.	Reg.	Tons.	Owner.	Cargo.		
Not known	Mary Francis	American	Barque	273	Mrs. Watson	750 slaves	January 1861	Is reported to have sailed from Wilmington, North Carolina. — Parker is supposed to be master of her.
Charlesston, date not known	John Bell	Ditto	Hermaphrodite-brig	148	Unknown; — Barkeley is master	400	February 1861	Was seen by "Archer," at Ponta da Lenha, in the Congo, on January 30, 1861, having been previously boarded by "Alecto," 13 since reported to have been captured off Cuban coast by a Spanish cruiser.
Not known	Alexina	Ditto	Barque	224	Unknown	650	March 1861	The master's name — Lambert. This vessel was seen by the "Archer" on February 5, 1861, going up the Congo.
Ditto	Not known	Spanish	Schooner pilot-boat	...	Ditto	300	About March 15, 1861	This vessel is very likely to be the "Wanderer," mentioned in the Suspected List. Under American colours.
Ditto	Ditto	Ditto	Barque-rigged steamer	...	Ditto	800	May 13, 1861	This steamer went into Mangue Grande for slaves on April 30, 1861, but was refused when she shipped at Cabenda. There is no doubt that she was the "Neddequi," of 838 tons.
From Baltimore on February 21, 1861, for Ambriz	Storm King	American	Brig	239	Ditto	600	May 1861	This vessel was captured by the United States' ship "San Jacinto," on August 8, 1861, with 619 slaves on board. The "Storm King" did not go into the Congo, but threw her cargo of rice overboard, and shipped at once.
Not known	Not known, probably the Destino	Spanish	Schooner	110	Ditto	150	July 1861	This vessel is probably the "Destino," of 110 tons.
From Wilmington, North Carolina, May 6, 1861	Tecoa	American	Hermaphrodite-brig	238	Ditto	650	August 1861	This vessel was boarded by the "Prometheus" on June 23, 1861, off Banda Point.
From New Orleans on April 10, 1861, for St. Thomas	Cygnat	Ditto	Brig	199	Ditto	450	Ditto	This vessel is an old slaver. She endeavoured to get her slaves in the Rio Pongas.
New Orleans, not known	Nancy	Ditto	Ditto	219	Ditto	600	Ditto	The "Nancy" was boarded by the "Archer" on January 17, 1861, in latitude 6° 46' south, longitude 11° 32' east.
From Havana on March 8, 1861, for Fernando Po	African	Ditto	Hermaphrodite-brig	193	Ditto	450	Ditto	This vessel was boarded by the "Arrogant," off Fernando Po, on May 22, 1861, and again at St. Thomas, on June 9, 1861; she was also visited by the "Ranger," off Little Popoe, on July 7, 1861.
Not known	Romulus	Ditto	Barque	365	T. P. Dole, part owner	About 800	End of June 1861	The master's name Benjamin J. Turner. This vessel is fitted as a whaler, and was boarded by "Archer" on January 15, off the Congo.
Ditto	Hanover	Ditto	Schooner	230	Abranches, Almeida, and Co.	600	Not known, but supposed to be early in the year	This vessel had been a long time on the coast and frequently been boarded by our cruisers in the Bights.
Ditto	Wells	Ditto	Ditto	149	Unknown	600	August 1861	This vessel is fitted as a privateer; she was boarded by the "Philomel" on June 23, 1861, at Shark's Point, River Congo; and on the 16th of the same month at sea, by the "Alecto."
Ditto	Virginian	Ditto	Brigantine	224	W. Sharp	600	Not known	This is the vessel that was detained by the United States' ship "Portsmouth," last year, and not condemned.
					Total	8,400		

From January 1 to September 30, 1861, fifteen vessels escaped, having on board 8,400 slaves.

"Arrogant," at sea, Lat. 4° 57' S., Long. 9° 55' E., November 7, 1861.

(Signed)

W. EDMONSTONE, Commodore and Senior Officer.

Inclosure 5 in No. 82.

Commodore Edmonstone to the Chairman of the Court of Equity, River Bonny.

Sir,

"Arrogant," at Prince's Island, October 29, 1861.

HAVING received a communication from King Pepple relative to his position in the Bonny, &c., I think it proper and necessary that the gentlemen in the river should be made acquainted with my reply. I therefore inclose a copy, which no doubt you, as Chairman of the Court of Equity, will be good enough to present to them.

Pepple complains to me that he is not permitted to attend the meetings of that Court. Of course it is quite out of my province to say anything in the matter, but I do hope that the gentlemen in the Bonny will use every endeavour to keep up a good feeling with the natives, as it is only by such means that we can hope to retain our footing in the African rivers, or advance our commercial interests.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 6 in No. 82.

Commodore Edmonstone to King Pepple.

King Pepple,

"Arrogant," at Prince's Island, October 29, 1861.

I HAVE the honour to acknowledge the receipt of your letter of the 12th instant, and inclosures, relative to your present position in the Bonny, &c.; and before proceeding further, I embrace the opportunity of congratulating you on your once more resuming the sovereignty of that river.

You allude to the non-payment of the comey to you, and inclose, for my consideration, a copy of the correspondence that has taken place on the subject between the supercargoes and yourself. I regret to say I cannot, as you so well know, interfere, it being contrary to the wishes of Her Majesty's Government.

With regard to the interference of Commander Wildman, of which you make a complaint, I have to state that that officer never did so, in the sense objected to by Lord Wodehouse; he merely gave his opinion when referred to by a British subject, which any officer in his position had not only a perfect right to do, but was also his duty, when British interests were concerned.

You must be fully aware that the Commander of the "Philomel," not being a member of the Court of Equity, could not in any way affect its decision.

I trust that your return to the Bonny will be the means of increasing the palm-oil trade in that river, and preserving peace and good-fellowship between the English and your subjects; and I feel certain that if you and your people act honestly with the merchants in the Bonny, they will on their part do everything in their power to make your reign a prosperous one, and your return will be looked upon as a real and lasting benefit to your country.

In conclusion, I have seriously to reflect on that most barbarous custom of cannibalism which I regret to hear still prevails in the Bonny; and I sincerely hope that, with your great advantage of education, and recent intercourse with England, you will at once see its inhumanity, and exert your utmost influence to do away with a custom not only degrading, but repulsive to those within the lowest grades of civilization. Finally, I would impress upon you that by our acts, and not mere promises, are we judged.

I shall be happy to hear from you on this subject.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 7 in No. 82.

Mr. Mecham to Commodore Edmonstone.

Sir,

Loanda, November 13, 1861.

I HAVE the honour to acknowledge the receipt of your letter dated September 24, acquainting me that you had burnt and destroyed several towns and canoes in the neighbourhood of Shark's Point, and that you had ordered the "Alecto" frequently to visit Ponta da Lenha, in order that by her presence there the natives might be kept in restraint.

I am indeed much gratified by your adopting such measures, and till lately I was inclined to think they would have been attended with some beneficial result, the more so as Commander Raby informed me that on his last visit there everything appeared in a most tranquil state.

I regret extremely, however, that from several communications received from my agent in charge there, the tribe of Missolonghis have again commenced their depredations by attacking and seizing launches and boats, and thereby completely obstructing the navigation of the river; the locality where they practise these enormities is between Bullock's Island and Palm Tree Point, and they have rendered themselves more formidable in this fresh outbreak by manning and arming the launches thus seized, and sallying out in them to attack others; so it is literally unsafe for any boats to approach this neighbourhood. I have in consequence given orders that my launches do not proceed further up the river than Banana.

In the mean time I am greatly apprehensive about my factory, as they have threatened to burn it down, and at present I am unable to transport the property elsewhere, having no vessel at my command.

It is difficult to suggest, under those existing circumstances, what would be the most prudent course to pursue. I foresee the utter impossibility of carrying on any further trade there, and am resolved on finally leaving the river, but I fear I cannot effect this till about February next; till such time I shall be guided by peaceful views, but nevertheless will take all precautions against treachery, and in order to carry out my intention for the protection of the property under my charge, it would be most desirable that men-of-war boats should occasionally visit Ponta da Lenha, thereby ensuring us more effectively from further molestation.

I have, &c.
(Signed) MAUNSEL MECHAM,
Agent to Messrs. Thos. Tobin & Son, Liverpool.

No. 83.

*Commander Raby to the Secretary to the Admiralty.**"Alecto," at Sea, Lat. 9° 26', Long. 9° 9' E.,
August 24, 1861.*

Sir,

I HAVE the honour to report that I this day boarded the barque "George and Mary," under American colours, examined her papers, which were found to be correct; the Captain made no complaint, and wished no entry made in his log.

I have, &c.
(Signed) HENRY J. RABY.

No. 84.

Commander Raby to the Secretary to the Admiralty.

Sir,

"Alecto," St. Paul de Loanda, October 4, 1861.

I HAVE the honour to report that on the 27th ultimo, in latitude 6° 35' south, longitude 12° 13' east, Mangue Grande south 85, east 15 miles, I came up with a barque under easy sail, flying American colours, with "J. J. Cobb," New York, on her stern. Having reasons to suspect her, and she being under easy sail, I judged it right to send an officer on board, whose report I inclose.

On his return I determined to board her myself, and, accompanied by the former officer and Mr. Kitchen, Assistant Paymaster in charge, I went on board. The vessel's papers appeared to me decidedly irregular, but I could not be certain about the register being legal. I told the mate my suspicions of him, and that I should watch him. He made no complaint, and I entered my visit in his log at his request.

On the following day I fell in with her again, but did not go near her, but she was under the same easy sail, and was then within nine miles of her former position. I did not see her again till on the 2nd instant, and then only about twelve miles to windward of her former position, still under easy sail, and evidently not steering for St. Paul de Loanda, though the wind was fair at the time.

I then steamed up alongside of her, and hailed him to say I would come alongside, which I did, accompanied by Mr. Christie, Second Master. I then said to the captain, or mate as he called himself, "You are making poor work of it;" when he answered, "Oh, do not speak, I am driven mad with these currents." I said to him, "I am going to St. Paul's and will tow you there." He said, "I shall be so glad, I want to get into harbour, she leaks so." He repeated this. I asked him then if he would make the hawsers fast if I sent them to him; to which he immediately acquiesced.

I sent two hawsers to him and took him in tow. When about seven miles outside the harbour of St. Paul's, I sent a boat to ascertain if he still wished to be towed in, and he said "Yes," and said he was thankful for being towed.

Immediately on anchoring I waited on Captain Glendy, of the United States' ship "Saratoga," and told him the whole circumstance, and he wrote to me the next day to say that he had no doubt she was a slaver, and liable to detention and fine by the Portuguese authorities, for having no captain and no manifest.

I waited on his Excellency the Governor-General of the Province, in company with Mr. Gabriel, Her Majesty's Commissioner, and made his Excellency acquainted with my suspicions.

This vessel appears to be notorious, and is repeatedly mentioned in some of the late Blue Books. She appears to have made one if not two successful runs; one in 1859 with 800 slaves. I trust my mode of acting in this case will meet with your approval. No officer or man went on board; he got the hawsers on board with his own crew, and even put the parcelling on which I sent him.

I have, &c.
(Signed) HENRY J. RABY.

Inclosure in No. 84.

*Messrs. Christie and Nankwell to Commander Raby.**"Alecto," at Sea, Lat. 6° 35' S., Long. 12° 13' E.,
September 27, 1861.*

Sir,

I HAVE the honour to report to you that, in pursuance of your orders, I proceeded on board the American barque "*J. J. Cobb*," accompanied by Mr. E. R. Nankwell, Master's Assistant. On going alongside and receiving permission to go on board, we went on deck, and were received by a person who spoke broken English, and who said he was the mate, and that he was in charge of the ship, the captain having landed at Mayumba "to collect the cargo," and the ship was bound to St. Paul de Loanda to pick him up again.

The mate showed me his papers, some of which I was unable to read, being in Portuguese; her register appears irregular, for in it the vessel is represented as belonging to Baltimore, and the mate said she belonged to Boston, and on her stern is "*J. J. Cobb*," New York. Her muster list is also incomplete, inasmuch as no master's name appears on it. I asked to be allowed to muster the crew; the mate said, certainly; I did so, and found scarcely one of them knew his name as on the list; they were evidently not Americans.

I asked the mate if he had any objection to open his hatches; he said not the slightest, and immediately ordered the main-hold to be opened. I went into the hold, as did also Mr. Nankwell, and found the cargo to consist of a quantity of large casks (whether full or empty I do not know), and also a great quantity of rice or farina in bags. The cargo was stowed so as to leave a clear space fore and aft the ship of about 5 feet in height; a ledge of about three inches in width runs along her side, and is well suited to rest the ends of planks for a slave-deck; she has also uprights in midships to secure the other ends of the planks to. I do not think there is an American on board the vessel. She has two passengers on board, who, I should say, are either Portuguese or Spanish. When I asked the mate if he objected to open his hatches, I called the coxswain of the gig up as a witness (George Bettesworth, second captain fore-top). The mate was very civil, and said he had no complaint to make. I then left, having detained him about twenty minutes; at his request, I noted my visit in his log.

We have, &c.

(Signed)

GEO. CHRISTIE, *Second Master, H.M.S. "Alecto."*
E. R. NANKWELL, *Master's Assistant.*

No. 85.

*Commander Raby to the Secretary to the Admiralty.**"Alecto," at Sea, Lat. 4° 21' S., Long. 10° 55' E.,
June , 1861.*

Sir,

I BEG to inclose herewith the report of the boarding officer on his return from boarding the fore and aft schooner "*Wells*" under American colours, reported to me as being fitted as a privateer as well as a slaver.

I have, &c.

(Signed)

HENRY J. RABY.

Inclosure in No. 85.

Lieutenant Kellsall to Commander Raby.

Sir,

"Alecto," at Sea, June 16, 1861.

I HAVE the honour to report that, in compliance with your directions, I proceeded, accompanied by Mr. G. Christie, Second Master, to chase a fore and aft schooner, and, on boarding, found her to be the "*Wells*," of Greenpoint, under American colours. I examined her register, which appeared to be correct. The master made no complaint, and wished no entry made in the log.

I have, &c.

(Signed)

T. M. KILLSALL.

No. 86.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"Arrogant," at Ascension, January 1, 1862.

IN compliance with your letter dated the 10th September, 1861, addressed to Admiral Walker or the Senior Officer at Sierra Leone, the duplicate of which was sent to me, to call upon Commander Smith, of Her Majesty's steam-sloop "*Torch*," to state on what grounds he visited the French vessel "*Bertha*;" I now beg to inclose a copy of that officer's explanation of the circumstance, which, I trust, will prove satisfactory to their Lordships.

Inclosure in No. 86.

Commander Smith to Commodore Edmonstone.

Sir, "Torch," Sierra Leone, November 26, 1861.
 IN reply to your memorandum of October 22, directing me to state, for their Lordships' information, on what grounds I caused the French brig "Bertha" to be visited, I have the honour to inform you that on the 23rd of July last, at about 5 P.M., being off Cape Verga (bearing north-west about fifteen miles), a sail was reported to the westward, when the "Torch" proceeded in chase.

On coming up with their vessel, and when between two and three miles off, a blank gun was fired to enforce colours. After an interval of about twenty minutes, as no colours were shown, a second gun was fired; no attention being paid to the second gun, and when about 500 yards astern of her, a third blank gun was fired. On the "Torch" ranging up alongside, I hailed and desired her to show colours and to heave-to, which I enforced by firing two blank muskets. French colours were then hung over the side, but as it was now dark, and there had been such apparent reluctance to show colours, I considered it my duty to verify her nationality. I accordingly desired Lieutenant Martin and the second master to visit this vessel and inspect the papers. No complaint was made by the master of the French brig, and the boarding officers quitted her without delay.

I have, &c.
 (Signed) J. H. SMITH.

No. 87.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"Arrogant," at Ascension, January 2, 1862.

ON referring to the annexed documents, it will be seen how utterly useless it is for us to place any reliance whatever on native promises. Even the Abbeokutans, who have received so much consideration and support at our hands, break a solemn Treaty a few days after it is signed; I allude to the one (a copy of which is inclosed) effected by Commander Bedingfeld to do away with the barbarous custom of sacrificing human beings, which still prevails at Abbeokuta.

Inclosure 1 in No. 87.

Commander Bedingfeld to Commodore Edmonstone.

(Extract.)

December 9, 1861.

16th.—A MESSENGER arrived from Abbeokuta. Heard that another human sacrifice had taken place there, and, from all accounts, in defiance of the Alake, who tried hard, or professed to do so, to prevent it. I in consequence sent his messenger back, demanding a full explanation.

5th.—Received letters from the Alake and Chiefs of Abbeokuta, in explanation of the recent human sacrifice, a copy of which was sent to the Acting Governor, and another annexed. I trust that the publicity now given to the Treaty against this horrible crime will be of use, but the power of the Alake is very small. From private sources I hear that he is really in earnest, and is doing his best.

I regret to say I have been informed that another vessel has shipped slaves near Whydah, the shipper being the notorious Dr. Carvallo, who is now here going home by the mail. I think it a pity something cannot be done to these men, who come out openly in the mail-packet to Lagos, and proceed up to Whydah, and having got off their cargo, return to Lagos to go home by the mail.

As the "Griffon" and "Antelope" were both watching this vessel, I still hope I may hear of the capture, but I have not heard of any prisoners being landed along the coast.

Inclosure 2 in No. 87.

Commander Bedingfeld to Acting Governor Mc Coskry.

(Extract.)

"Prometheus," Lagos, November 16, 1861.

I HAVE the honour to report to you, for your information, my proceedings at Abbeokuta.

We arrived on Tuesday the 1st instant: on Saturday had an interview with the Alake and Chiefs. Our reception, in the first instance was not very cordial, but we understood each other better before I left. The usual present of a goat, sheep, and two bags of cowries was made, and we appointed Monday the 4th for our first palaver.

On Monday, after having received an explanation of the insulting answer to your letter, we entered, firstly, into the history of the war, the case of human sacrifice, kidnapping, and Mr. Crowther's case.

The Alake and Chiefs paid me the compliment of coming to visit me on Tuesday the 5th; and our final palaver, when the annexed Articles were signed, took place on Thursday the 7th. I had several private interviews with the different Chiefs in the meantime, and endeavoured to explain matters fully. We started for this place on Tuesday morning.

The Alake having expressed his satisfaction at my having spoken plainly to him upon all these subjects in question, and having patiently listened to all they had to say, as a mark of their esteem he presented me with a horse on leaving.

I trust our visit will have done some good in quelling the public mind there, and allaying the irritation against

the Christians that was daily increasing; and as I told the Alake and Chiefs plainly that we could not be friends with them if they did not keep faith with us in their Treaty, and committed such abominations as human sacrifices, kidnapping, &c., I think they will be more cautious for the future, and with a little careful diplomacy much may be done towards putting an end to the war.

With regard to the insulting letter in answer to yours offering to mediate in the present war, it seems they were in a great state of irritation, in consequence of some reports from Lagos that we wanted to pick a quarrel in order to take Abbeokuta, most likely sent by the same party who lately advised the King of Ijebu not to receive white men, for the same reason. They also did not clearly understand how you could be Acting Governor; upon this being explained, they at once expressed their regret, and having written the annexed letter of apology, promised to treat you with all respect for the future.

I fear there is little doubt that the human sacrifice that lately took place outside the walls was done by the Alake's directions, although he stoutly denies it; he seems to have been persuaded to do it in order to insure success in the war, and I suppose thought to clear himself by having it done by the Ifee people outside the town. The man who was offered was brought from Tesein. I am sorry to say that I was informed that these human sacrifices had taken place within the last few years. I told them if such a thing was to happen again, it would most likely cause a rupture between us, and that we were quite sure to hear of it; and I also told them that the English Government would insist upon their fulfilling their promises.

They professed all sorts of contrition, of course, and declared we should never have occasion to complain of their want of faith in future.

The kidnapping is explained in this way: there seems little doubt that the Ijees are starving, and that in order to save some of their people they have been selling each other to a great extent.

The Egbas made a law that the Ijee men who absented themselves from the war, and were found skulking at home, should be sold, as they declared the war was commenced on their account, and some have gone this way; but I heard of one clear case of kidnapping in the town:—A slave woman, left in the care of the Rev. Mr. King whilst money was collected to redeem her, was stolen and sold; she was afterwards recovered and identified. The man belongs to a village in Abbeokuta over which the Alake and Chiefs he has now with him seem not to have much power; they, however, tried the man and found him guilty, ordered him to go home to "go to sleep" (or, in other words, take poison); it seems he has objected to this quiet way of settling matters and is still alive, and they are afraid of creating a civil war if they attempt to seize him whilst the war Chiefs are away. The Alake gave me his word that he should not escape, and that I should shortly hear of his capture and punishment. I told him that although we insisted upon the man being punished, we did not want them to take his life, but if he was made to pay the redemption money for the woman and set her free, it would be a sufficient warning to him this time; to this they agreed, and they also promised that they would use all the means in their power to stop the selling of slaves, although they confessed that they could not hope to stop it entirely while the war was going on, as there are many ways of sending slaves without coming to Abbeokuta; and that any of their enemies selling slaves on the coast are only too glad to say they come from them, in order to create a bad feeling between them and the English; they have sent men, as mentioned in the Articles they signed, to Okeodon, to identify any Egbas selling people there.

The war palaver is still, I fear, far from being brought to a finish, as they seem about equally matched, and without some intervention neither party like to give in. Their statement of the commencement and progress of the war seems to me straightforward, as far as one can judge, hearing one side only.

They state that they have been always anxious for peace; that it was not until after the Ibaddans had taken two or three of their towns in their endeavour to form a junction with Dahomey with the declared intention that as soon as they had conquered the Ijees they would come on to attack Abbeokuta, that they were driven in common prudence to take the field; and that they have come to the determination to drive the Ibaddans beyond their limits in order that they may live in security and return to their peaceful occupations. There is no doubt, I think, that the King of Dahomey has much to do with the war; he sends large presents to the Ibaddans and also Ijees: the latter informed the Abbeokutans of the fact, and that Dahomey's army marched out the last dry season to join the Ibaddans if possible, in order to attack Abbeokuta; they were prevented by a severe visitation of small-pox obliging them to return.

The spies have informed the Alake that he (Dahomey) is now again making sacrifices and preparations for another attempt this season; under these circumstances they beg us not to try and patch up a peace that would be but short, and leave them in a most insecure position. This is their story, and, from all the private information I could pick up, I believe it is not far from the truth. The Illorins sent down just before I left to say they would help the Abbeokutans. I think it highly desirable to endeavour to communicate with the Ibaddans, and also the King of Ijebu, so that if we find the former to be really in fault, and not amenable to reason, we might induce the King of Ijebu to make a combination with the Egbas and Illorins to force them to quiet, and we might easily put a pressure on them from this side by stopping their supply of powder, &c., by the Icorrodu market. The importance of putting an end to this war cannot be overrated, as it is the main supply of the Slave Trade in the Bights, and is a perfect ruin to legal trade, and the advancement in civilization the natives were making before the war commenced. Should we hear nothing by the mail on the 21st to prevent it, and please God I remain in good health, I should have no objection to try what can be done, as I believe it sufficiently important as regards the increase of the Slave Trade, legal commerce, and humanity, to justify me in leaving my ship for a few weeks. I have received a civil message from the King of Ijebu requesting me to come and see him with a present of sheep and yams; and as he seems now inclined to be friendly, I hope something might be done to open out his magnificent country to trade.

Inclosure 3 in No. 87.

The Alake and Chiefs of Abbeokuta to Acting Governor Mc Coskry.

To his Excellency the Acting Governor.

(After the usual compliments.)

THE Alake and Chiefs regret that in their answer to a letter of the Acting Governor, offering to mediate between the contending parties in the present war, the terms they made use of were considered offensive; they now beg to state that it was not their intention to insult Her Majesty's Representative in any way, but simply to decline the offered mediation.

(Signed) THE ALAKE, his ✕ mark.

Written by order of the Alake and Chiefs, this 7th day of November, 1861.

(Signed) DAVID WILLIAMS.

Inclosure 4 in No. 87.

Agreement with the Alake and Chiefs of Abbeokuta.

IN consequence of the representation of Commander Norman B. Bedingfeld, R.N., Senior Officer of the Bight Division of Her Majesty's ships, the Alake and Chiefs of Abbeokuta express their regret that there should have been occasion for the complaint of their want of faith in keeping the Treaty made between them and Her Majesty's Government by Commander Forbes in 1852. They now solemnly declare that the three Articles mentioned below, and to which they have now affixed their names shall be strictly enforced for the future, and be at once made public.

1st. With a view of strictly enforcing the Ist Article of the above-mentioned Treaty the Alake and Chiefs hereby promise to stop the roads leading to Akeodon and other places by which slaves are sent to the Coast for exportation, against such export, as far as it is in their power, and they will also punish severely any of their own people against whom it can be proved that they have broken this law.

2nd. The Alake and Chiefs also solemnly declare that now and after this date no human being shall be sacrificed either by them, their people, or others inside or outside the walls of the town, or anywhere else in their territory.

3rd. It having been fully explained to the Alake and Chiefs by Commander Bedingfeld, the injury caused to legal-commerce by shutting the road between Lagos and Abbeokuta, out of friendship to the Queen of England they are willing to promise that that road shall never again be stopped on any pretext whatever, without the consent and approval of Her Majesty's Government at Lagos, provided always that when it is deemed expedient to prevent the Egbas from going to Lagos the merchants must provide themselves with canoe-men from that place.

Signed at the King's Palace, this seventh day of November, 1861.

(Signed)

THE ALAKE, his ✕ mark.

APESI ERUNOON, his ✕ mark.

A. ROLOMO, his ✕ mark.

APESI KENTPA, his ✕ mark.

LEMO IPORU, his ✕ mark.

NORMAN B. BEDINGFELD, *Commander R.N., and Senior Officer of Her Majesty's ships in the Bights Divisions.*

RICHD. T. BURTON, *Consul, Fernando Po.*

HENRY EALES, *Surgeon, Her Majesty's ship "Prometheus."*

Witnesses to the above signatures :

(Signed)

DAVID WILLIAMS, *Acting as Secretary to the Alake.*

S. WILLIAMS, *Interpreter.*

Inclosure 5 in No. 87.

Captain Jones, R.E., to the Alake and Chiefs of Abbeokuta.

Lagos, July 3, 1861.

THE Undersigned, Captain in Her Majesty the Queen of England's army, offers his salutation and respect to the Alake and Elders of Abbeokuta. It will be in their recollection that he has constantly impressed upon them the advantage and desirability of obtaining peace with the Ibadans as soon as possible, in order that their tribe may return home and cultivate those peaceful occupations which had up to the commencement of the present war brought them the blessings of commerce and intercourse with the subjects of the Queen Her Most Gracious Majesty.

Having proceeded to Lagos to await the arrival of the mail, and also consult with Her Majesty's Acting Consul, the Undersigned there received instructions to send back to Sierra Leone the soldiers which were intended to teach the Abbeokutans the art of firing big guns so as to preserve them from their enemies. Whereas the Egbas now find themselves unable to drive away their enemies, which with much boasting they said they would do. Your trade also is stopped, and great misery and unhappiness caused to the people. The Queen of England and her subjects will now lose their good opinion and seek to trade with other tribes who will not run into unnecessary wars. Seeing all this, Her Majesty's Acting Consul, and the undersigned Captain in her army, are about to take a last step to bring about peace, when, if they should not succeed, it will be the painful duty of Her Majesty's Acting Consul to take strong measures to restore trade in the river, which you have kept shut up contrary to the solemn promise made to the late Consul Foote, and all the advantages which the trade with the English have been the means of bringing to Abbeokuta may be lost for ever.

The Undersigned, Captain A. Jones, desires, therefore, that the Alake and Elders will take his words into their serious consideration, and endeavour to bring their minds to accept terms of peace if they should be offered to them.

Hoping that the terms of friendship and mutual regard hitherto existing between the English nation and the Egbas tribe will not be interrupted, and with the sincere desire of the Undersigned for the earthly happiness of all.

Always in much respect,

(Signed)

ARTHUR T. JONES.

Inclosure 6 in No. 87.

The Alake and Chiefs of Abbeokuta to Commander Bedingfeld.

Aké, November 29, 1861.

THE Alake and Chiefs send their respects to you, and wish you health.

The Alake and Chiefs do thankfully acknowledge the receipt of your letter dated Lagos the 18th instant, and in reply to which they have to confess, with regret, that in reality another human sacrifice has been offered against their wish and without their knowledge, and they beg to inform you that although they are the authorities

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of the town, there are some hundred townships in Abbeokuta, each of which had its King and Chiefs, whilst in their ruined towns each had its different way of worshipping its gods, and each town now manages its affairs here, and only an important case is usually brought before the Alake.

Some of these towns offered human sacrifices annually, which other towns never did; this practice they have continued to carry on since, and they must be specially spoken to before they can be prevailed on to give it up.

When the Treaty was signed by the Alake and Chiefs, the townspeople in general were not aware of it, and to make it known the Alake and Chiefs took it at once to consideration any fit day a public meeting should be held, when the purport of the Treaty would be publicly made known to all people, and ere this day arrived this human sacrifice had already taken place, which having come to the hearing of the Alake and Chiefs, greatly grieved them, not only on account of the breach of the Treaty, but because it was done greatly against their wish; consequently the meeting day was deferred till the 27th instant, and a hasty reply to your letter also, according to request, has been postponed, for it has been resolved on not to return a reply till the meeting has been called, and the Treaty be rehearsed to the different townships, and their unanimous consent be received.

The meeting was subsequently held on the above-mentioned date; it was well attended both by the natives and Europeans, a strict order was then given, accompanied with threatening to any township that may henceforth venture to offer human sacrifice. The assembly being asked whether they would keep the Treaty, all unanimously answered they would do so.

Having now been assured by the people in general, the Alake and Chiefs have, therefore, seized the first opportunity to express their utter ignorance of this act, and to inform you of the terms they have come to with the people respecting the same, and they have now solemnly promised to hinder those townships from any more offering human sacrifices, and strong measures will be taken with any townships that would, henceforth, do it, and any one that may in future sacrifice human beings must either leave the town, otherwise the Alake will leave it for them.

(Signed)

THE ALAKE, his X mark.

APESI OF ERUWON, his X mark.

APESI OF KENITA, his X mark.

OKONLOMO, his X mark.

Written by me, by order of the King and Chiefs,

(Signed)

D. WILLIAMS.

No. 88.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at Ascension, January 2, 1862.

WITH reference to my letter of the 10th of September last, reporting the orders that I had given to the Senior Officer of the North Division for proceeding against King Catty, on the River Pongas (after communicating with the Governor of Sierra Leone), with a view to enforce due execution of his Treaty engagements, I have the honour to state, for the information of my Lords Commissioners of the Admiralty, that as his Excellency, in his letter to me dated the 25th of October last, of which the inclosure is a copy, does not think it desirable to adopt hostile measures against that Chief, no operations will be undertaken at present; but should it at any future time be necessary, the employment of boats would scarcely be required, or much exposure to the men incurred, by reason of King Catty's town being accessible to vessels of the "Torch's" class.

I have, &c.

(Signed)

W. EDMONSTONE.

Inclosure in No. 88.

Governor Hill to Commodore Edmonstone.

(Extract.)

Government House, Sierra Leone, October 25, 1861.

I HAVE the honour to acknowledge the receipt of your despatch dated the 10th ultimo, on the subject of King Catty being mixed up with the Slave Trade in the Pongas River.

I have no moral doubt that King Catty, who is an habitual drunkard, and very weak-minded man, is mixed up with any slave-dealing that may be carried on the Pongas; but he is such an imbecile that I cannot consider him worthy of further notice than stopping his stipend, should it appear he has broken his Treaty engagements by permitting any slave-dealing within the territory under his jurisdiction.

I consider Mr. Faber the principal slave-dealer at the Pongas; but I cannot glean from my many sources of information that the Slave Trade has increased at the Pongas, nor do I believe any slaves have been shipped from thence since Commander Smith burned a vessel under Faber's house in January last.

I hope I need not assure you that should Commander Smith, or any of your officers, require my assistance or advice, I shall be too happy to afford every information in my power relative to the Slave Trade, or any other subject.

No. 89.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at Ascension, January 2, 1862.

IN reference to your letter dated the 10th September, 1861, addressed to Admiral Walker, or the Senior Officer at Sierra Leone, to call upon Commander Smith for a full report of all the circumstances connected with the capture and

destruction of a Spanish slaver by Her Majesty's steam-sloop "Torch" in the Gallinas River, the vessel at the time being a prize to the Liberian schooner "Quail," I have the honour to transmit herewith, for the information of my Lords Commissioners of the Admiralty, the duplicate of a letter which I have received from Commander Smith dated the 30th November last, giving the explanation required by their Lordships.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 89.

Commander Smith to Commodore Edmonstone.

(Extract.)

"Torch," Sierra Leone, November 30, 1861.

WITH reference to your Memorandum of the 22nd October, directing me to furnish you, for the information of their Lordships, with a full report of all the circumstances connected with the capture and destruction of a Spanish slave-vessel in the Gallinas River on the 13th June last, I have the honour to inform you that, on my return to Sierra Leone on the 10th June, his Excellency the Governor informed me there was a Spanish slave-vessel in the Gallinas River. I accordingly left as soon as possible for that locality, where I arrived at daylight on the 13th, when a schooner was observed at anchor in that river.

As the surf was too heavy to admit of our boats entering the river, I proceeded to Solyma to obtain information from the residents at an English factory there. On arriving off this factory a krooman came off and informed me the schooner at the Gallinas was the Spanish slave-vessel we were in search of, offering at the same time to show us the best place for landing in the boats. I returned with him to the Gallinas, and after reconnoitering for the best place to attempt to land, I detached the two whale-boats at 1.15 P.M., under the command of Lieutenant Martin, with orders to seize the said slave-vessel; the boats landed safely, and proceeded for the slaver, as narrated by Lieutenant Martin, whose report I inclose.

At 2.11 P.M. the slaver was reported to have hoisted American colours, which proved to be Liberian.

At 2.40 P.M. the boats were alongside the schooner, and shortly afterwards hoisted the blue ensign.

At 3 P.M. the Liberian schooner "Quail" arrived and anchored, when I sent Mr. Cunningham, Second Master, to board her, with the customary complimentary message, and likewise to ask if the Commander would inform me why the Spanish slave-vessel had hoisted the Liberian colours. On his return, Mr. Cunningham informed me that the "Quail" had seized this vessel sixteen days before, on the grounds of her being engaged in the Slave Trade in Liberian waters.

The following morning, having in the meantime very maturely weighed and considered what course of conduct I had better pursue under the circumstances, I dispatched Mr. Cunningham, Second Master, with my compliments, to inform the Commander of the "Quail" that I had signalized to Lieutenant Martin to destroy the slave-vessel by fire, which was accordingly done.

It appeared to me, that the Liberian Government were afraid to act decisively in the matter. I accordingly wished to co-operate with them in their very praiseworthy endeavours in suppressing the Slave Trade, and therefore I consider I assisted them very materially in their good intentions when I decided to burn this vessel for them, hoping, as I did at the time, to release them from any unpleasant misunderstanding with the Spanish nation, as also to render it impossible for any Spanish vessel of war to recapture her.

The statement of Mr. Mingo Carney, Second Officer of the "Quail," who was in charge of the Spanish slaver, on our appearing on the morning of the 13th, that he showed his colours to us, is not true. No colours were hoisted until our boats were safe in the river on the afternoon of that day. I inclose a declaration to that effect.

Inclosure 2 in No. 89.

Lieutenant Martin to Commander Smith.

(Extract.)

"Torch," Sierra Leone, November 30, 1861.

IN compliance with your instructions, calling upon me to give you a full and detailed account of all the circumstances connected with the burning of the Spanish slave-schooner in the Gallinas River, on the 14th June last, I have the honour to inform you that after landing and hauling the boats across the beach into a branch of the river, I proceeded for the vessel, which was concealed by bushes, and on sighting her I observed that she was flying Liberian colours.

On our arrival on board, I found her in charge of a party from the "Quail." I then opened the hatches, and examined the hold, and being satisfied that the vessel was engaged in the Slave Trade, I pointed out to this person that the Liberians had no Treaty with Spain for the suppression of the Slave Trade, and that as the Gallinas was not within the Liberian territory they had no right to seize the vessel, to which he assented. I then, with his consent, hauled down the Liberian flag, hoisted the English ensign, and took charge of the schooner.

Inclosure 3 in No. 89.

Declaration respecting the Colours of a Spanish Slaver in the Gallinas River not being hoisted on June 13, 1861.

"Torch," Sierra Leone, November 30, 1861.

WE, the undersigned officers, having been on deck, doing duty in our respective callings, on the morning of June 13, 1861, do hereby positively declare that no colours were shown from the Spanish slaver inside

the Gallinas River, on the occasion of the "Torch" passing the entrance of that river, on the afore-mentioned morning.

(Signed)

T. J. MARTIN, *Lieutenant*.
WM. T. CUNNINGHAM, *2nd Master*.
JOSEPH PENDENIS, *Acting Boatswain*.

I can also personally declare to the truth of the above statement, having been constantly on deck during the morning, watching this vessel very attentively.

(Signed)

T. H. SMITH, *Commander*.

No. 90.

Commander Wratislaw to Commodore Edmonstone:

"Ranger," at Sea, Lat. 6° 53' S., Long. 12° 5' E.,
January 2, 1862.

Sir,

I HAVE the honour to report that yesterday, 1st instant, when cruising between Ambrizette and the River Congo, Mangue Grande bearing at noon north 79, east 61 miles, at 1:30 p.m. I observed and chased a schooner, which vessel I came up with at 6:20 p.m., and found her without name, papers, or colours, but with about 500 slaves on board. I therefore took possession, and despatched her the same night to St. Helena, under charge of Mr. Warren, Second Master, and eight men, with orders to place her in the Vice-Admiralty Court for adjudication.

The slaves had been on board two days, but I was unable to ascertain where they were shipped, or any information respecting the vessel.

I presume from where I captured her the negroes were taken on board at the same place as the "Syms," captured on the 29th October last.

Inclosed is a copy of the Report of examination of the vessel, and health of the crew.

I have, &c.
(Signed) H. R. WRATISLAW.

Inclosure in No. 90.

Messrs. Keenan and Santo to Commander Wratislaw.

Sir,

"Ranger," at Sea, January 2, 1862.

HAVING been on board the schooner, name unknown, containing about 500 slaves, and captured yesterday afternoon, we have the honour to report to you that we consider the slaves particularly healthy, and the vessel well found in everything necessary for them, and that the schooner is sufficiently roomy to convey them to St. Helena.

We have, &c.

(Signed)

C. KEENAN, *Assistant Surgeon*.
GEO. SANTO, *Gunner, 3rd Class*.

No. 91.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," *Fernando Po*, March 3, 1862.

WITH reference to your letter dated the 30th May last directing me to carry out the wishes of his Grace the Duke of Newcastle, and endeavour to make peace between Little Popoe and Aghwey people who are at war with one another, I have the honour to transmit herewith, for the information of my Lords Commissioners of the Admiralty, copies of reports of proceedings, &c., which I have received from Lieutenant Dolben, late in temporary command of Her Majesty's steam-vessel "Bloodhound," who was employed on that duty.

I am quite of Commander Bedingfeld's opinion, as expressed in his letter to me of the 26th November last, of which Inclosure No. 1 is a copy, that both those towns are inhabited by a lawless and slave-dealing population, who immediately they are in want of slaves enter into hostilities with one another, and I do not believe that the people of Little Popoe deserve any more consideration at our hands than the Aghwey people; in fact, it would appear from Lieutenant Dolben's report that the latter, if anything, need protection from the former.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 91.

Commander Bedingfeld to Commodore Edmonstone.

Sir,

"Prometheus," Lagos, November 26, 1861.

I HAVE the honour to return the correspondence relating to Little Popoe, and also the report of Lieutenant Dolben, Her Majesty's ship "Bloodhound," who was sent there, as I could not leave this place myself.

You will see that he found the people actually wanting protection were those of Aghwey, but Lieutenant Dolben had no orders to offer it to them, which he states in his letter of proceedings he has done; and as they have signed the inclosed Agreement, they have already asked for it against the Popoes, who, when called upon, refused to sign any agreement whatever for peace, and scorned the offer for protection.

The facts are just these: both the places are inhabited by a lawless set of slave-dealing vagabonds, who are constantly at war when they want slaves; at one time Popoe, and at another time Aghwey has the advantage, and both are actually under the sway of Dahomey. Little can be done there until energetic measures are carried out from this place along the Lagoon, so as to cripple Dahomey, and stop the export of slaves, when these petty villages will settle down to peaceful occupations.

I have, &c.

(Signed) NORMAN B. BEDINGFELD.

Inclosure 2 in No. 91.

Lieutenant Dolben to Commodore Edmonstone.

(Extract.)

"Bloodhound," Cape Coast Castle, October 18, 1861.

I HAVE to inform you that in obedience of orders of Commander Bedingfeld, Her Majesty's ship "Prometheus," Senior Officer of the Bights Division, I left Lagos roads on the 12th instant for Aghwey, to endeavour to make peace between that village and Little Popoe, according to the wishes of Her Majesty's Government.

On landing at Aghwey I saw the man who is designated as Queen Koomie, who appears to be the Chief there; also the other Chiefs.

I told them what I had come for, and after about two hours' palaver they signed the inclosed Treaty for peace with the people of Little Popoe.

They do carry on the Slave Trade there, but from the fact of their pressing me to ask Government to send them somebody to trade with them, that masters of vessels were afraid to come on shore on account of the war, but that if they had a white trader in the place they had plenty of trade to make. I believe that by encouraging legal trade there, a stop must be put on the Slave Trade, or at any rate a check. I omitted to state before that from the statements of the Chiefs of Little Popoe from those of Pedro Kodgo, and of a Dutch trader there, besides from what I heard in the first place from the canoe men as I was going on shore, I discovered that King Dahomey is on very good terms with them, and that there is frequent communication between that place and Little Popoe. Several bags of cowries were sent down to Kodgo some little time ago. Kodgo stated that they were in return for goods that the Dahomey people stole from him when they had war with Little Popoe. Lawson speaks about human sacrifices; he has some right to do that, as only a short time ago a man was caught at Little Popoe poisoning the wells. The Chiefs cut a piece of flesh out of his shoulder, cooked it, and then made him eat it; then they burnt him.

I hope the above account will give you an idea of the state of affairs here, and that I have done what I could; one thing must be remembered, that in landing at these places you are wholly in the power of the natives, as you must be dependent upon them for getting off again.

Even now, which is the best time of the year, no ship's boats can land.

Inclosure 3 in No. 91.

*Agreement.**Aghwey, October 14, 1861.*

I PROMISE to fight no more with the people of Little Popoe, except, suppose they come attack my town, then I drive them away; no more. Suppose they make peace palaver, I make peace palaver.

(Signed)

CHIEF QUACHIE, his X mark.
 CHIEF LARTURY, his X mark.
 CHIEF PHILIP, his X mark.
 MRS. ILLEWAY, his X mark.
 CHIEF DADOREY, his X mark.
 QUEEN KOOMIE, his X mark.

Witnesses:

(Signed)

A. D. M. DOLBEN, *Lieutenant and Commander.*
 J. W. JAMES, *Assistant Surgeon.*
 F. W. HAMPSHIRE, *Engineer in charge.*

Inclosure 4 in No. 91.

*Lieutenant Dolben to the Chiefs of Aghwey.**"Bloodhound," Aghwey, October 14, 1861.*

WHEREAS you have signed a statement before me this day that you will act no more on the aggressive towards the inhabitants of Little Popoe, you are hereby informed that the same statement will be required from the people of Little Popoe towards you; and if either party commence hostilities again, they will have to stand the consequences from Her Britannic Majesty's Government for breach of Treaty.

(Signed)

W. D. M. DOLBEN.

Inclosure 5 in No. 91.

Lieutenant Dolben to Commodore Edmonstone.

Sir,

"Bloodhound," at Sea, November 16, 1861, Aghwey N.E. $\frac{3}{4}$ N. 3 miles.

I HAVE the honour to inform you that, having received intelligence at Accra that Mr. Lawson had gone to Little Popoe from Sierra Leone, wishing, if possible, to carry out further your instructions in Memorandum dated "Arrogant," St. Paul de Loanda, August 20, 1861, with reference to making peace between Aghwey and Little Popoe, on the arrival of the ship under my command at Qella Coffe, I proceeded in the cutter to Little Popoe. When I landed there I found that Mr. Lawson had not come, but a messenger from him, Mr. Jackson, with a copy of the petition from Mr. Lawson to his Grace the Duke of Newcastle. I saw M. Hausek, a Dutch trader, who when I was there before, was kind enough to let me have the palaver in his house. He informed me that the Chiefs, since the arrival of Mr. Jackson, were very much dissatisfied with what I had done, or, rather, had not done, when I was there before. As he, Mr. Jackson, had read the petition to the Chiefs, and had read a certain part of the end, thus, "that Her Majesty's Government will be graciously pleased to grant their protection to his countrymen against those Chiefs who endeavour, if possible, to destroy them, and dispossess them of their country."

This they suppose I ought to have done. M. Hausek told them the contrary, but they would not believe it. He also told me that the Chiefs had then said that they would have war, and that even if the English burnt their town, they would go into the bush and fight the Aghwey people. I had not time that evening to have a palaver, and after the way the Chiefs had behaved, I would not wait to see them the next day, so I told Mr. Lawson, in the employ of Mr. Hausek (the King's cousin), to tell the Chiefs what was actually written in the petition.

I have, &c.

(Signed)

W. D. M. DOLBEN.

Inclosure 6 in No. 91.

The Chiefs of Aghwey to Lieutenant Dolben.

WE beg the favour to write these few lines to the Consul to know what's been happened to us. On the 19th instant of October, the Her Majesty's ship "Bloodhound," Lieutenant and Commander, they come in here to let us sign the Treaty, that we may not take war to Little Popoe. We told him plainly that we will not do any more war. But when Little Popoe people try and come with war, then we shall fight with them too, and the account of the Queen's name we did sign the Treaty. And now Pedro Cordgue send to shoot one of our King's brothers, Escopol Poorfellow, travelling from Cordah to some village Badubay. So we write to Counsel to think about this case, as we are under the English, we will never refuse what English men of war, we tell us. We will always believe their will tell us.

We are, &c.

(Signed)

CABOCIAN HOOMIE, *S. Majesty.*

The Chiefs sign—

EGGOO, his ✕ mark.

OBARGA, his ✕ mark.

QUASHEE, for OROSO, his ✕ mark.

ILLAINEE, his ✕ mark.

TARTUY SAITUE, his ✕ mark.

No. 92.

*Commander Smith to Commodore Edmonstone.**"Torch," at Sea, Lat. 6° 47' S., Long. 11° 50' E.,**March 4, 1862.*

(Extract.)

I HAVE the honour to report to you that I this day chased and captured a brig fully equipped for the Slave Trade, but no slaves were on board: name and nationality unknown.

I believe this vessel was of Spanish build, and touched at Lisbon last, and intended to have shipped her slaves (650) at Mangue Grande, latitude 6° 47' south.

On a blank gun being fired to enforce colours, the French ensign was hoisted.

On getting within hail, I hailed to say I wished to send a boat on board. Accordingly, Lieutenant Martin and Mr. Cunningham, Master, proceeded to visit the vessel, but before they got alongside the French flag was hauled down and thrown overboard.

No other colours or papers were found on board, and I dispatched her at 1 P.M. the same day, with Lieutenant Martin in charge, to St. Helena, for adjudication.

No. 93.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"Arrogant," off Lagos, April 8, 1862.

WITH reference to your letter dated 23rd January last, respecting a shipment of slaves having recently taking place at Whydah, and the increase of the Slave Trade in these Bights, having called upon Commander Bedingfeld, of Her Majesty's steam-sloop "Prometheus," the late Senior Officer of the Bights Division, to furnish me with any information on the subject in his power, knowing very well if the shipment had taken place it would certainly be public at Lagos; I have the honour to forward that officer's reply, dated the 12th ultimo, for the information of my Lords Commissioners of the Admiralty, and regret to say that the intelligence furnished by Her Majesty's Consul at Rotterdam appears to be only too true; and I believe that the Slave Trade, from various causes, has increased on the seaboard of Dahomey's territory.

I am sorry to add, that while at Whydah I heard of a very large shipment having taken place only a few days before in a screw steamer flying French colours. This is in all probability the "*Noc Dacqui*," but I did not see any suspicious vessels there.

Inclosure in No. 93.

Commander Bedingfeld to Commodore Edmonstone.

(Extract.)

"Prometheus," Lagos, March 12, 1862.

IN reply to your Memorandum of the 11th of February, 1862, from Sierra Leone, directing me to report to you my opinion as to the increase of the Slave Trade in the Bights, I have the honour to inform you that the only vessels that I have information of having shipped, all of them at or near Whydah, are the "*African*," in July last, "*Thos. Acorn*," in December, and "*Seaman*," this last month; the cutter "*Porto Novo*" was also reported to have shipped, but she was afterwards boarded empty, and she is under a heavy bond in the Brazils.

The three former vessels were under American colours, and there being no American man-of-war on the coast, and the orders being so positive not to molest them, render it next to impossible to prevent their shipping, as they keep their paper and flag to the last.

Other ships may have got away with perfect impunity, as, owing to the cession of Lagos and the non-arrival of the troops, I was obliged to keep a vessel almost constantly outside. The "*Antelope*" had to go away with the sick, so that Whydah has frequently and unavoidably been left unwatched, and the shippers have the very best information of the movements of the men-of-war from their friends here. The "*Seamew*" actually remained here for orders.

I regret to say, therefore, that the trade has increased, and likely to increase still further, as Dahomey has just been on a slave-hunt, and has captured a large town called Meeco, near Porto Novo.

No. 94.

Commodore Edmonstone to the Secretary to the Admiralty.

My Lord,

"Arrogant," off Lagos, April 8, 1862.

I HAVE the honour to inclose, for the information of my Lords Commissioners of the Admiralty, a copy of a letter dated the 12th ultimo, which I have received from Commander Raby, of Her Majesty's steam-sloop "*Alecto*," late Senior Officer of the South Division, respecting some copper mines to the southward of Benguela.

I have, &c.

(Signed) W. EDMONSTONE.

Inclosure in No. 94.

Commander Raby to Commodore Edmonstone.

(Extract.)

"Alecto," at Sea, March 12, 1862.

I HAVE the honour to report that having heard a great deal about the richness of some copper mines to the southward of Benguela, lately granted by the Portuguese Government to Senhor F. A. Flores, I determined to visit them, to ascertain personally the truth of those statements.

I called at Benguela in October last, and made inquiries as to the position of Cino, and arrived at that place on the 1st November.

M. J. J. Monteiro, the manager of the mines, is a very accomplished gentleman, and has received a first-rate English education; has been his whole life in England, and has thoroughly English ideas; he has a diploma from the Government School of Mines, and is a correspondent of Sir J. W. Hooker's.

I may add that Mr. Gabriel, Her Majesty's Commissioner at St. Paul de Loanda, has known M. Monteiro for some years, and has the highest opinion of him. I accompanied him to the mines; they are situated about four miles from the beach, the road for the first three miles being over a dead flat, at the termination of which the rocky hills commence, and rise so suddenly to the height of 400 feet, as to render the formation of an inclined plane and tramroad to the beach very easy. Once at the top of this hill, about three-quarters of a mile brings you to a hollow in the hills in which copper seemed to be in great abundance, cropping out on all sides, and the whole surface appeared one bed of copper ore. Although working with merely crowbars and shovels, and native labour, M. Monteiro was obtaining and sending down to the beach about seven tons of copper ore daily, containing on the average 25 per cent. of copper; and the ore was improving as he got further from the surface. With proper machinery, and adequate means, I should think these mines would be of immense value.

The whole tract of country conceded to Senhor F. A. Flores by the Portuguese Government, in that locality, is about nine square miles. Cino Bay is the bay described in the "Directory" as Loach, and famous, in former days, as a shipping place for slaves from Benguela.

The great inconvenience is the utter absence of fuel and water, both requiring to be brought a considerable distance.

I heard, on my last visit to St. Paul de Loanda, that Senhor Flores has received a fresh grant of land, to the same extent, some few miles inland of Benguela.

No. 95.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty

(Extract.)

"Narcissus," Simon's Bay, March 29, 1862.

COMMODORE EDMONSTONE'S Report on the Slave Trade on the West Coast of Africa, dated the 7th of November, 1861, has recently reached me, and a copy of it having already been forwarded to you, for the information of the Lords Commissioners of the Admiralty, by that officer, I have only to add the following remarks thereon.

The above-mentioned Report embraces the period between the 1st January and 30th September, 1861, four months of which is prior to my assuming the command, and during the remaining time I have been prevented by a variety of circumstances from visiting that part of my station, so that these observations are gathered from letters received.

Taking into consideration the several operations which have been performed by the squadron under the orders of Commodore Edmonstone, I consider that the active movements of Commodore Edmonstone, and the vigilance of the squadron, have been satisfactory. From the Returns transmitted to me I gather that the cruisers are, on the whole, efficient, and generally healthy.

I regret to learn that the deplorable Traffic in Slaves has shown an increase upon the previous six months, owing, no doubt, to the withdrawal of the American squadron, which had really begun to make some effort to stop it in their own merchant-ships; and I am apprehensive that the contemplated state of affairs in North America will stimulate the Spanish and other dealers to greater activity in this unlawful pursuit, as, in the absence of the United States' ships of war, the American flag will be used almost with impunity to cover their nefarious transactions.

I am sorry to find, and I would desire to call their Lordships' attention to the fact, that there is another scheme of emigration of negroes now being carried on between St. Paul de Loanda and the Island of St. Thomas by the Portuguese authorities. Whatever grounds may be assigned for these proceedings, it is feared that they will lead to abuse, particularly with a Government so limited in its powers on the West Coast of Africa as that of Portugal.

Commodore Edmonstone's full and interesting account shows a decline of Slave Trade in the North and Bights Division, in which I can only trace four captures of small empty vessels. This, I think, may be attributed to the steady progress of legitimate commerce, to the extension of the territories of Liberia, and

to the occupation of Lagos, which, together with the Settlements on the Gold Coast, are fast closing up the seaboard in that direction to all illicit Traffic.

The River Congo and adjoining coasts, north and south, are the favourite haunts for the Spanish and American slavers, and it is from these localities that most of the shipments are reported to have taken place. By Commodore Edmonstone's Returns, the numbers embarked during the nine months terminating on the 30th September, 1861, are as follows :—

						Negroes.
Captured by British cruisers	..	..	..	..	..	1,043
Ditto by United States' cruisers	..	..	..	..	..	1,600
Reported to have been embarked in vessels escaped	..	..	..	..	..	6,450
Total from Congo and coast adjoining						9,093
(Making about an average of 12,000 a-year.)						

There are rumours of shipments at Whydah, but they are doubted.

It is a source of much satisfaction that a time has been fixed for the discontinuance of the free emigration of negroes, a system which, however it may be designated, has helped to increase the horrors of slavery in Africa.

The time, I trust, is fast arriving when all the maritime Powers will jointly co-operate for the suppression of the export Slave Trade. Such a step towards civilization, together with the steady progress of Christianity, must inevitably crush the thirst for it, now only kept alive by narrow-minded policy.

The great exertions of England during the last half-century, if they have not been successful in the extirpation of the revolting Slave Trade, have at least brought about a growing taste for the cultivation of the land and legitimate commerce, now manifested in the increasing annual exports from Western Africa of its palm oil, cotton, ground-nuts, &c.; sources which will furnish abundance of labour for its own population, and develop produce far more profitable than that of the sale of human flesh and blood.

The establishment of Consuls with magisterial powers, to protect the natives from lawless dealers, as well as to enforce good faith in business transactions, will, in my opinion, be of great advantage wherever there is a disposition to open fair trade. The progress of lawful commerce has been frequently checked and interrupted by unprincipled agents and supercargoes not fulfilling their engagements, &c. The Consuls would stop such practices, and afford means to the natives to redress their grievances, and their presence would also have a wholesome effect on slave-dealers.

I regret much that the unsettled state of our foreign relations in the early part of this year has detained me at the Cape of Good Hope, and prevented my visiting the West Coast of Africa during the favourable season, as I am most anxious to obtain personal observation of the state of the Slave Trade, as well as of the progress of British interests in that quarter, to enable me to report more fully upon these important subjects.

No. 96.

Commander Mc Hardy to Rear-Admiral Sir B. Walker.

Sir,

"Penguin," at Sea, May 2, 1862.

I HAVE the honour to inform you that this day I sighted a barque which showed Spanish colours; I suspected her to be engaged in the illicit Traffic of Slaves, and, therefore, caused Mr. Cole, Second Master, and second in command of Her Majesty's steam-vessel "Penguin," to board her. I inclose a copy of his Report.

I have, &c.

(Signed) J. G. G. Mc HARDY.

Inclosure in No. 96.

Mr. Cole to Lieutenant Mc Hardy.

Sir,

IN pursuance to an order received from you, I boarded the Spanish barque "*Matilde*," and make the following Report:—

CLASS A.

"Penguin," at Sea, May 2, 1862.

S

That on boarding the said barque, after having shown the Master the Special Instruction from the Admiralty for Her Majesty's ship "Penguin" to carry the Treaty between Great Britain and Spain into effect, giving also the required certificate of Form No. 2, I proceeded to examine her papers, which were correct, and after a careful search, made with all due regard to propriety, I found her to be a legal trader.

Before leaving the vessel, having offered to make an entry in her log, which was accepted by the master, I did so. The time of detention was forty minutes, no complaint being made whatever.

I beg to state that during the examination of the vessel I was accompanied by Mr. Maxwell, clerk.

I have, &c.

(Signed) JAMES COLE, *Acting Second Master.*

No. 97.

Commander Smith to Commodore Edmonstone.

Sir,

"Torch," at Sea, April 26, 1862.

I HAVE the honour to report that I this day caused the American barque "Lark," of Greenport, to be boarded by Mr. W. J. Cunningham, master, when cruising off Mangue Grande. This vessel hove-to of her own accord, evidently wishing to communicate.

The register was examined and appeared correct, and a notation of the visit was made in the ship's log at the request of the master.

I inclose a copy of the boarding officer's report.

I have, &c.

(Signed) F. H. SMITH.

Inclosure in No. 97.

Mr. Cunningham to Commander Smith.

Sir,

"Torch," at Sea, Lat. 6° 40' S., Long. 12° 10' E.,

April 26, 1862.

I HAVE the honour to report that in compliance with your orders I boarded the American barque "Lark," and examined her register, which was apparently correct.

At the request of the master, I made a notation in the log of my having done so.

There was no complaint made of the visit.

I have, &c.

(Signed) W. J. CUNNINGHAM, *Master.*

No. 98.

Commander Perry to Commodore Edmonstone.

Sir,

"Griffon," off Black Point, March 27, 1862.

I HAVE the honour to inform you that at 4:15 P.M. of this date, while off Black Point in latitude 5° 0' south and longitude 11° 45' east, I observed a barque and small schooner in company. I at once chased: the schooner made sail, and stood in for land; the barque stood out to seaward.

On nearing I lowered a cutter, and sent her in charge of Lieutenant Acklom to endeavour to cut schooner off from the land; went on myself in chase of barque. At 6 P.M. I boarded barque, and found her to be a vessel of about 300 tons, without name, papers, or colours; she was fully equipped for the Slave Trade. I therefore seized her, and have sent her to St. Helena for adjudication.

From some of the crew I learnt that the barque had left New York on the 1st of December, and touched at Campeche in Mexico, where she received some of her slave cargo.

She was to have shipped 800 slaves at Black Point on the morning of the 28th March, and conveyed them to Puerto Rico.

At 7:30 P.M. Lieutenant Acklom returned on board, having seized the schooner, which had been deserted by her crew.

On the following morning I examined her, and found on board a cooking copper, some rice, farinha, and water; as she was too small and unseaworthy to send to St. Helena, I caused her to be surveyed, measured, and burnt. I have forwarded the billet-head, anchor, and a pig of ballast belonging to her to St. Helena for adjudication.

I have, &c.

(Signed) JOHN L. PERRY.

No. 99.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," Kinsembo, May 19, 1862.

IN forwarding the inclosed copy of a letter dated 12th instant, with its inclosure, which I have received from Commander Smith, of Her Majesty's steam-sloop "Torch," reporting the boarding of the Portuguese brigantine "Liberdade," I have the honour to state, for the information of my Lords Commissioners of the Admiralty, that on my recent visit to St. Paul's de Loanda, I made a point of having an interview with his Excellency the Governor of Angola, on the subject of this (said to be free) emigration to St. Thomas.

His Excellency gave me distinctly to understand that he was acting in accordance with instructions from Lisbon, and could not accede to my request to suspend operations, pending the views of Her Majesty's Government; and as I do not feel myself justified in taking the serious responsibility of detaining a vessel met with at sea under similar circumstances to the "Liberdade," although I believe the negroes thus imported into St. Thomas are only nominally free, I beg to request you will be pleased to move their Lordships to submit the matter for the decision of Her Majesty's Government.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 99.

Commander Smith to Commodore Edmonstone.

Sir,

"Torch," St. Paul de Loanda, May 12, 1862.

I HAVE the honour to report to you that on the 19th of April, 1862, in latitude 7° 15' south, longitude 11° 52' east, I boarded the Portuguese brigantine "Liberdade" from Loanda to St. Thomas, having upwards of 60 negroes on board as passengers, provided with passports from the Governor-General of Angola, apparently all correct.

I inclose the boarding officer's report.

I had previously received a communication from Her Majesty's Commissioners at Loanda, calling my attention to the fact of this vessel preparing in the harbour for this voyage, and urging me (in compliance with instructions they had recently received from Earl Russell) to take the necessary steps to board and examine any such vessels, in order by strict inquiry to ascertain whether these negroes were *de facto* free, and if not, to detain and bring them into port for adjudication before the Mixed Commission Court.

As the boarding officer's report was so very clear as to the fact of these negroes proceeding to St. Thomas of their own free will and accord, as far as he could ascertain, and no complaints of any kind having been made by the negroes, I accordingly allowed the vessel to proceed on her voyage, as has been the usual course pursued by Her Majesty's cruisers hitherto.

I have, &c.
(Signed) F. H. SMITH.

Inclosure 2 in No. 99.

Mr. Cunningham to Commander Smith.

Sir,

"Torch," St. Paul de Loanda, May 12, 1862.

IN compliance with your orders on 19th April, I visited the Portuguese brigantine "Liberdade," accompanied by Mr. Joseph Beeden, boatswain, and Alexander Hughes, ward-room steward, a native of Africa, and who has a fair knowledge of the Portuguese language, to act as interpreter.

On going on board I saw the master, who informed me through the interpreter that he was from St. Paul's de Loanda, and bound to the Island of St. Thomas with 65 negroes, free emigrants, and four Portuguese passengers, and that his crew consisted of 17 men, including himself; after examining his papers and passports from the Governor-General of Angola for the negroes, I proceeded to count his crew and passengers, separating the crew from the negroes, and found them to correspond with his papers and statements; and, as far as I could ascertain, to the best of my knowledge and belief these negroes were going to the Island of St. Thomas of their own free will and accord. No complaint was made by the negroes, who appeared to be quite happy and contented.

I have, &c.
(Signed) WM. J. CUNNINGHAM, Master.

No. 100.

*Captain Philips to the Secretary to the Admiralty.**"Brisk," at Sea, Lat. 5° 58' S., Long. 11° 50' E.,
April 23, 1862.*

Sir,

I HAVE the honour to inform you that having received information of three vessels being some miles up the River Congo intending to ship slaves the first opportunity, on Saturday, April 19th (having previously detached boats in opposite directions), I took up a position in latitude 5° 58' south, longitude 11° 50' 30" east, about twenty-three miles from the entrance of the river, in the hopes of being able to intercept them coming out.

On Tuesday, April 22nd, at a quarter to 5 in the afternoon, it being very misty, a sail was reported coming from the direction of the river. The Senior Lieutenant, Henry G. Belson, and Acting Lieutenant Elwyn, both went aloft to make her out, and said they thought she was a brigantine.

As it was so near dark, I did not consider it advisable to let her see us, so waited until after sunset, when I weighed and proceeded in chase, under steam, and at 7.15 observed the vessel on lee bow, which proved to be a ship, under all sail, but with no lights. I altered course for her, and fired a blank gun, when she showed her bow lights, and one on quarter.

I hailed her of my intention of dropping a boat, but not understanding her reply, I fired another blank gun, steamed ahead, sent the Senior Lieutenant in the cutter to board her, giving him orders, if she proved to be a French ship with an officer on board, he was not to attempt to board, but return immediately. If a French ship without an officer on board, directly he was satisfied she was *bonâ fide* French, he was to return also, and in either case to offer to enter in her log a statement of his proceedings.

Lieutenant Belson went alongside, and got half-way up her side before he saw a French officer, who then objected to his coming on board, but was very courteous; and when asked the name of the ship, requested the captain of the ship to write the particulars down on paper for my information, which he did as follows, viz.:—"Trois-mâts, Français, 'Ville d'Aigues-Mortes,' Capitaine L. Pignord, M. Quordan, Chirurgien de première classe de la Marine Impériale, délégué du Gouvernement."

The French officer, a surgeon, asked the name of the English man-of-war and captain, which Lieutenant Belson told him verbally, and then offered to write in his log a statement of proceedings, but he expressed himself perfectly satisfied without it. Lieutenant Belson then returned on board, and reported verbally to me, and immediately afterwards gave a report in writing, a copy of which I inclose.

I have, &c.

(Signed) ALEXANDER PHILIPS.

Inclosure in No. 100.

Lieutenant Belson to Captain Philips.

Sir,

"Brisk," February 22, 1862.

IN obedience to your orders I went alongside, at a little past 8 P.M., a ship named the "Ville d'Aigues-Mortes." I did not go over the gangway, as I found a French officer there who objected to my coming on board, but was courteous enough to request the captain of the ship to write on a slip of paper the name of the ship, for your information. I then offered to enter in his log my reason for having gone alongside, but he expressed himself perfectly satisfied, and asked me your name, and the name of your ship, which I gave him.

He then filled immediately, and I returned.

I have, &c.

(Signed) HENRY G. BELSON.

No. 101.

Commander Anderson to Commodore Edmonstone.

Sir,

"Flying Fish," Sierra Leone, June 13, 1862.

I HAVE the honour to acquaint you that in consequence of information from Rio Nunez, that a vessel there was endeavouring to ship slaves for exportation, I proceeded to that river on Wednesday, April 16th and anchored

off Victoria Point the following Friday; accompanied by the two cutters of Her Majesty's ship under my command, I proceeded up the river and after pulling for some considerable distance found a barque of 600 tons on shore on a mud-bank, with masts standing and yards across. Our informer declared on oath that she was the same vessel he had seen in a creek a few days previous, and that the master was endeavouring to purchase slaves for shipment. I directed Lieutenant Butler and Mr. Anderson, boatswain, to examine her; they reported loose planks in the hold, a deck laid in the after part of the ship with fittings for bulkheads; everything else had been removed, and no person or papers were on board. I therefore considered the circumstances such as to warrant my taking her as a prize.

2. No anchor having been let go when the ship went on shore, she had been driven by the flood tide on a shallow bank. The river being too narrow at this point to admit of Her Majesty's ship "Flying Fish" being brought up, and not wishing to expose the ship's company for several days' hard work in boats, endeavouring to get her afloat, I gave orders that she should be burnt, after being carefully measured, and the following articles removed—two bower anchors, chain cable, jib-boom, and main-topsail yard.

3. On my return to Sierra Leone, these articles were handed over to the Prize Court, with the necessary affidavits, and I have this day received intimation that the vessel has been condemned as a prize to Her Majesty's ship "Flying Fish," under my command, in consequence of her being engaged in the Slave Trade.

I have, &c.

(Signed) W. HASTINGS ANDERSON.

No. 102.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

(Extract.)

"*Arrogant*," at Kinsembo, May 20, 1862.

MY report on the Slave Trade to the 30th September, 1861, has already been received by you, and I hope to furnish you with a further report on the subject at the end of the present quarter; and it now gives me much pleasure in being able to state that this obnoxious Traffic is at present completely at a stand-still, not from a scarcity of slaves, but the want of vessels to ship them in. The satisfactory result is no doubt to be attributed to the evident wish at this moment of the American Government to stop the Slave Trade from being carried on under the protection of their flag, and the severe measures lately taken by them to punish those engaged in it.

I have it on good authority that all the barracoons in the neighbourhood of the Congo and Cabenda, &c., are full of slaves, who are kept together at a great cost to the owners; but I confidently trust (now that the squadron has been increased), by keeping a good and constant watch, to be able to prevent many successful shipments when the Traffic revives, which it is certain to do ere long with renewed vigour, either under the American or some other flag.

Excepting the slavers recently captured by the "Ranger," "Griffon," and "Torch," viz., five, very few vessels have been met with by our cruisers during the past three or four months; and, at present, I do not think there is a single suspicious vessel on the whole of the South Coast.

The health of the squadron generally, I am thankful to say, has been very good, with the exception of the "Espoir" and one or two other ships, which have been employed a good deal up the rivers.

Unless anything occurs to alter my arrangements, I purpose leaving St. Paul de Loanda and the South Coast about the 10th August next for my inspection of Ascension, proceeding from thence to Sierra Leone, &c.

No. 103.

Commander Wratislaw to Commodore Edmonstone.

"*Ranger*," at Sea, Lat. 2° 25' N., Long. 8° 48' E.,
May 25, 1862.

Sir,

I HAVE the honour to report that on the 23rd instant in latitude 2° 19' north, longitude 9° 10' east, I ordered Lieutenant Dale to board, and afterwards boarded

myself, the barque "*Clarissa*," of New York, under American colours, to ascertain her nationality. She was proceeding from Cadiz, bound to Punta da Lenha, River Congo.

This vessel had no register, only a certificate signed by the United States' Consul at Cadiz; other papers were apparently correct.

No complaint was made, and she was allowed to proceed to her destination in River Congo, and will, without doubt, ship a cargo of slaves.

I have, &c.

(Signed) H. R. WRATISLAW.

No. 104.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"*Arrogant*," *St. Paul de Loanda*, June 20, 1862.

I AM happy to be able to report that the "*Antelope*" captured a small brigantine off the Congo on the 4th ultimo, under no colours, and name unknown, having on board 558 slaves. As the vessel was much more than usually crowded, it was thought advisable to take 100 of the negroes on board of the "*Antelope*," in which state they proceeded to St. Helena for adjudication.

No. 105.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

Sir,

"*Arrogant*," *Benguela*, June 13, 1862.

WITH reference to Admiralty letter dated the 27th of March last, the duplicate of which reached me at Elephant Bay on the 10th instant, respecting the Portuguese brig "*Tarugo Secundo*" having been searched by one of our cruisers while in the Portuguese harbour of Equimina on the 11th April, 1861, I have the honour to report, for your information, that, immediately on learning that a complaint of this nature had been made against one of Her Majesty's cruisers, I addressed a memorandum, dated the 27th February, 1862, of which Inclosure No. 1 is a copy, to the Commander of the "*Prometheus*," thinking that perhaps she might be the vessel alluded to by the "*Tarugo Secundo*," and, if so, to get at the particulars of the case.

The "*Alecto*" was not on that part of the station at all in April 1861.

Captain Bedingfeld's reply, of which a copy is annexed, proved that my surmises were correct. I then took an early opportunity of communicating with the Governor-General of Angola on the subject, and beg to attach a copy of my letter, to which I have not received any reply from his Excellency.

I have forwarded a copy of this despatch and inclosures to the Secretary of the Admiralty, and hope that my proceedings in the matter will meet with your approbation.

I have, &c.

(Signed) W. EDMONSTONE.

Inclosure 1 in No. 105.

Orders addressed to Commander Bedingfeld.

Memo.

"*Arrogant*," *Fernando Po*, February 27, 1862.

I INCLOSE certain documents which I have received from Her Majesty's Consul at St. Paul de Loanda respecting the boarding of a Portuguese vessel by one of our cruisers, and as I am led to believe that the "*Prometheus*" is the vessel alluded to in the complaint made by the captain of the merchant-vessel in question, I have to direct you (should my surmises be true) to furnish me with a full explanation of the occurrence without delay.

(Signed) W. EDMONSTONE, *Commodore and Senior Officer.*

Inclosure 2 in No. 105.

Commander Bedingfeld to Commodore Edmonstone.

Sir,

"Lagos," March 11, 1862.

IN reply to your memorandum dated Fernando Po, 27th February, 1862, I have the honour to inform you that I called upon Lieutenant Dolben and Mr. Barnes, Master's Assistant (the boarding officers), for a detailed account of their proceedings. Their statement I annex, and I have further to state what passed under my own observation:—

On standing into Elephant Bay the day mentioned, the brigantine was sighted at anchor in Equimina Bay without colours; as soon as I anchored, I sent two boats to ascertain what she was. About midnight Lieutenant Dolben returned, reporting that he thought her very suspicious from the quantity of water and mats on board, and that one of the crew reported that she had two or three slaves on board; not being able to read Portuguese he could not make out the manifest, and had, in consequence, left the cutter with the master's assistant to watch her during the night.

As soon as it was light enough I got up steam and stood round to Equimina Bay, anchoring near the brigantine; I hailed Mr. Barnes to come on board and to request the captain to do the same. On coming on board, the master of the vessel showed me his manifest, and, laughingly, observed that my Lieutenant, not being able to speak Portuguese, thought he had found a slaver, but that the large quantity of water, as well as the passengers, were entered in the manifests. Upon looking at this document, I found it was as he stated, and I therefore told him I hoped that he had not been put to any inconvenience by the boat's crew; he said, "Oh, not at all, it was of no importance, as he was not going to leave the place till he had watered." He made no complaint whatever; never mentioned that the officers wanted to weigh his anchor, but, in a friendly way, stayed in my cabin, giving me a good deal of information about the South Coast; he also showed me a well of water at Equimina, dripping through a rock, which he assured me was the best water on the coast. I afterwards met him ashore, and had another chat, but no complaint or protest of any kind.

The port of Equimina is simply a bay near Elephant Bay, having a small house and a slave-barracoon, and when I was there, there were no authorities, and no flag was hoisted on shore.

The protest is a tissue of mis-statements, evidently got up some time after the event.

I have, &c.

(Signed) NORMAN B. BEDINGFELD.

Inclosure 3 in No. 105.

Lieutenant Dolben to Commander Bedingfeld.

Sir,

"Prometheus," Lagos, March 5, 1862.

IN obedience to your orders to give a detailed account of the boarding of the Portuguese brigantine "Tarugo Secundo" in April last, I have the honour to inform you that, in obedience to your orders, I left this ship in Elephant Bay in the first cutter, accompanied by Mr. Barnes, Master's Assistant, in the second cutter, about 5.40 p.m. on the 10th of April last, to board a vessel we had sighted when coming into Elephant Bay.

It being nearly dark when we left the ship, I directed Mr. Barnes to keep close in-shore while I kept out to windward in case the vessel should attempt to escape. Several fires were lighted along the shore when we left the ship.

I sailed on in the direction of the vessel until I came to a Cabenda boat at anchor. I made out from the crew of her that I had passed the vessel. Just then we saw the flashes of a couple of guns or pistols; I pulled back, and in about twenty minutes observed a vessel with a light in rigging.

I boarded her, and found Mr. Barnes on board her. He asked to what nation she belonged. The captain did not seem to understand him; but when he asked him what his cargo was, he immediately voluntarily lifted her hatches. He then asked Mr. Barnes to come down to his cabin. Mr. Barnes endeavoured to make him understand that he did not want to see the ship's papers till I came. Being unable to make him understand that, he went down and saw the papers out on the table. He looked at the manifest, but not being able to understand much of it, went on deck again. The captain followed him, and Mr. Barnes asked him leave to signalize to me by firing. The captain assented, and Mr. Barnes fired two pistols and a rifle. Mr. Barnes then asked the captain for a lighted lantern, and one of the boat's crew held it up in the rigging. Up to this time Mr. Barnes was under the impression that none of the vessel's crew understood English.

Nothing more occurred till I came on board. I met the captain in the gangway, and, to the best of my recollection, he asked me down to his cabin. I went down with Mr. Barnes, and we looked over all the papers the captain showed us, which, as far as I could make out, appeared correct. We then went on deck again and walked round. I found sixteen large water-casks on deck. The mate came up to me, and informed me in tolerable English that there were 3 slaves for Mossamedes on board; afterwards said that they were passengers. I asked the captain, through the mate, what he had come here for, and where he was bound; and he said he had come here for wood and water, bound for Mossamedes; both his boats were out. He then opened his hatches, and I saw more water-casks, bamboos, and some jerked meat. In the cabin there were 120 mats, such as are used for slaves, and a large quantity of farinha in bags. I did not break the cargo, or examine it further. I asked him then to show me his colours, which had not yet been produced, and he brought out three or four Portuguese ensigns, and an English pilot-jack, and a private flag. I then went down into the cabin and had another look at his papers.

On account of my slight knowledge of Portuguese, I did not feel certain as to the papers being correct; and as I considered the cargo suspicious, I told the captain that I should leave Mr. Barnes on board till I saw you, and ordered the boat's crew out of the boat on the poop, to which he made no objection. One of the boat's crew was ordered to keep watch; the rest slept under the boat's sail on the poop. The captain asked Mr. Barnes below to sleep. Nothing more occurred.

I beg to call your attention to the following errors in Senhor José d'Almeira Fannes' letter:—

1. The date of boarding 11th instead of 10th.
2. The statement that Mr. Barnes asked for the papers, which he did not.
3. The statement about the signal to me.

4. The statement that I said I should weigh his anchor, which I deny.
 5. The statement of protestation on his part, which I also deny.
 6. The statement that I requested him to weigh his anchor, which I also deny.
 7. The one man watch on the poop being converted into a sentry on each gangway.
- The truth of the last part of the letter you can judge of better than I can, as I was not on deck till after the captain came on board of this vessel (which he has omitted to mention).
- I have copied the nature of the cargo from the remarks that I wrote on the boarding-book on board the brigantine, and read to you on my return.

I have, &c.
(Signed) W. D. MACKWORTH DOLBEN.

I certify that the above is a correct and full account of the boarding of the Portuguese brigantine "Tarugo Secundo," on April 10, 1861.

(Signed) JOHN F. BARNES, *Master's Assistant.*

Inclosure 4 in No. 105.

Commodore Edmonstone to the Governor-General of the Province of Angola.

Sir,

"Arrogant," at Prince's Island, April 22, 1862.

IT has been brought to my knowledge through Sir Henry Huntley, Her Britannic Majesty's Consul at St. Paul's de Loanda, that a complaint has been made to your Excellency by the captain of the Portuguese brigantine "Tarugo Secundo," of his vessel having been illegally detained by Her Britannic Majesty's ship "Alecto" in April last, while at anchor in Equimina Bay, on the West Coast of Africa.

Your Excellency has already been informed by Sir H. Huntley that the "Alecto" could not possibly have been on that part of the station when this occurrence took place, as she was then cruising in the Bights of Benin and Biafra, to the north of the Equator.

As the "Prometheus," a similar vessel to the "Alecto," was at that time stationed to the southward of St. Paul's de Loanda, I felt it my duty to make every inquiry into this matter, and have now the honour to state that the vessel in question was boarded by the boats of the "Prometheus" on the 10th, and not on the 11th April, 1861, as reported to your Excellency, and beg to inclose, for your information, a report of the circumstances attending it from the Commander of the "Prometheus," as also that of the boarding officers.

In conclusion I would respectfully draw your Excellency's attention to the great difference in the statements made by the master of the "Tarugo Secundo" and the boarding officers, and regret that a complaint of so serious a nature should have been so lightly made against a British cruiser, but which I venture to hope the annexed documents will entirely remove.

I have, &c.
(Signed) W. EDMONSTONE.

No. 106.

Lieutenant Allingham to Commodore Edmonstone.

Sir,

"Antelope," St. Paul de Loanda, August 7, 1862.

I HAVE the honour to report that, on the 4th instant, I took, from information gained by a native, a vessel with 203 slaves on board. She had no papers or colours at the time of capture.

It appears, from the story told to me by the Captain, that the vessel had been fitted out by an American barque called the "Joshua Bragdon," and I have not the smallest doubt that such was the case, as all her gear and fittings were American, and I know the vessel was decked over in the Bay of Cabenda.

The Captain of the "Joshua Bragdon" was very insolent to me for boarding him, and tried to fire a gun at me.

I am under the firm impression that she is about to take slaves from this coast, and I think she was laying off Cabenda for that purpose.

I have, &c.
(Signed) C. O'D. ALLINGHAM.

"Arrogant," St. Paul de Loanda, August 11, 1862.

Forwarded for the information of my Lords Commissioners of the Admiralty.

(Signed) W. EDMONSTONE.

No. 107.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

(Extract.)

"Arrogant," at Ascension, September 2, 1862.

IT is with much satisfaction that I have now to bring under your notice the several captures which have recently been made by the cruisers on the South Coast :—

The "Wye," on the 25th June, captured the "*Concepcio*," off Mangue Grande, with 295 slaves on board ;

The "Dart," an empty brig, without name or nationality, on the 11th July ;

The "Espoir," a large barque, under similar circumstances, on the 22nd of that month ;

The "Torch" captured the "*Clarissa*," empty, on the 24th July ;

And the "Antelope," a small cutter, no name or nationality, in Cabenda Bay, with 203 negroes on board, on the 4th ultimo.

These frequent captures must be a heavy blow to the Slave Trade ; still, I hear that active preparations are being made to carry on with vigour that nefarious Traffic : but I trust, now that the squadron has been so greatly increased, and the American Treaty about to be put into force, we shall be able to hamper very seriously the proceedings of the slave-dealers on this coast, although a great deal of sickness has prevailed in the Bights, and Sierra Leone is at present very unhealthy.

I am thankful to say our cruisers have not suffered.

No. 108.

Commander Symons to Commodore Edmonstone.

Sir,

"Lee," St. Paul de Loanda, August 1, 1862.

I HAVE the honour to inform you that, on the 16th ultimo, I ordered the Portuguese schooner "*Massango*" to be boarded, at sea, in latitude 2° 11' south, longitude 6° 3' east, thirty-seven days from the Island of St. Thomas, bound to this port.

I inclose copy of the boarding officers' report.

I have, &c.

(Signed) EDWIN SYMONS.

Inclosure in No. 108.

Report of Proceedings on boarding the Portuguese schooner "Massango."

BOARDED the above-named vessel, in pursuance of orders from Commander Edwin Symons, at 2.15 P.M., and left her at 3 P.M. on the 16th July, 1862.

I found, on searching her, that her cargo consisted of coffee : and it appears from her papers that she was bound to St. Paul de Loanda from the Island of St. Thomas, having been out from the latter place thirty-seven days.

After ascertaining her character, everything was put to rights that had been disturbed by the search.

No complaint was made by any person on board.

I appended the following statement to her log, at the request of the Master :—

"I hereby certify that I, Lieutenant C. E. Foot, of Her Majesty's ship '*Lee*,' by order of Edwin Symons, Esquire, Commander of the said ship, boarded the Portuguese schooner '*Massango*' at 2.15 P.M., and left her at 3 P.M., having complied with the instructions."

Dated this 16th day of July, 1862, at sea, on board Her Majesty's ship "*Lee*,"

(Signed)

C. E. FOOT, Lieutenant.

Witness :

(Signed) WM. BENNETT, Master's Assistant.

No. 109.

Mr. Roberts to Commodore Edmonstone.

Sir,

"Wye," Fernando Po, July 27, 1862.

I HAVE the honour to report for your information, that on Wednesday 25th June, 1862, when proceeding to the northward from Loanda, twelve or fifteen miles

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off-shore, and about the parallel of Mangue Grande, a vessel was reported close in-shore making sail. I continued on my course at an easy rate, and soon after saw the vessel (a fore topsail schooner) standing to the north-west with fore topmast studding sail set (the wind not strong for a sea breeze, three to four) was gradually closing us, as she was sailing faster than we steamed. I continued on my course till about 2 P. M., when I fancied from indecision about the course the vessel in sight was making, at one time going off, and another time regaining her original position, that she was not what I first supposed—a legal trader. At 2 P. M. I edged in to close the land and her, but showed no colours. At 4 P. M. I observed chase had altered her course to close the land, so shaped a course to ensure closing on him, and this took us in a little to the northward of Margaret Head by 6 P. M., by which time we were south-westward of him about three miles. I fired two blank guns, and showed our colours; to the last gun he acknowledged our presence by letting go most of the halyards of his sail. And at 6-10 P. M. we stopped the engines, then about a mile off-shore a little to the southward of Cape Desert, when I lowered a boat, and sent Mr. Gulliver, the Second Master, to board her; he sent for answer that she had slaves on board. I then went on board myself and ordered Mr. Gulliver to anchor the “Wye,” and when in satisfactory position I anchored the detained vessel, transferring seventeen of the prisoners out of nineteen to the “Wye.” By 8 P. M., from information given me by the Captain and supercargo, in most cases confirmed by a cross-examination of several of the crew while on board, it appears that the vessel, which is said to be the “*Concepcio*,” a fore topsail schooner of 110 to 120 tons, left the port of Matanzas in Cuba almost the latter end of January, 114 days before I took her; that she came direct to the Gallinas River, where she remained six days in anticipation of a freight. The reason stated to me was that there were not sufficient slaves to complete a paying cargo, and as it had been told them that their arrival there had been reported at Sierra Leone, and that a steamer was likely soon to visit them, they could not afford to run the risk of capture; so left, leaving three passengers interested in the speculation of the vessel at Gallinas, and that they came direct to Mangue Grande, and that the vessel arrived there the day before they shipped the slaves (June 25); that she would have embarked from fifty to sixty more, but in consequence of two canoes having capsized and several slaves being drowned, the shippers had refused to send more off, and the vessel herself was rather too close to the shore, with the rollers commencing to set in. and having, as he supposed, from 300 to 310 slaves on board he determined not to wait as he was obliged to shift his berth further out; so cleared off at once, having on board a German (a naturalized Portuguese) as agent to the shippers and supercargo. This man was taken similarly occupied in the vessel taken a short time since with 900 slaves in her by Her Majesty’s ship “*Ranger*,” and has been captured twice in a subordinate position, and twice as agent for the cargo; in both the latter cases the freight taken on the well-understood terms of half cargo disposed of. The actual Captain of the vessel, Pedro Juan Capo, has been sixteen times for slaves to various ports in Africa since 1838, but chiefly from the Bights of Benin, Gallinas, and Cape Lopez; the two latter places previous to 1848. He is a Catalonian by birth, but has long resided in Cuba. She had on board when I detained her a crew of nineteen; showed no colours, and delivered up no papers, and officially had neither name nor nationality; had 296 slaves on board, viz., 133 men, 55 women, 80 boys, and 27 girls, and equipped as regards provisions and water for sixty days for 350 slaves. She was bound to any port in Cuba most convenient for landing. I was assured by both Captain and supercargo that six or seven vessels that they knew of, some American, but clearing out of Cuba, were engaged in the same sort of speculation as regards the vessel and equipments, and having no other connexion with the shippers than letters of introduction to the several shipping places on the coast of Africa. The supercargo, who has been nearly four years on the South Coast, Congo, and Mangue Grande, and has been captured on every occasion of his trying to leave, told me that slaves were scarce in the factories at Mangue Grande, and although they might be had in large numbers, they were not always to be procured at short notice, as the European traders avoided purchasing beyond a certain number to save the expense of keep, in consequence of the uncertainty of an opportunity to ship them off, and that the native traders near them did not encumber themselves too soon for the same reason, and that to the best of his knowledge there were not above 250 slaves in the factories at Mangue Grande when these were shipped off. On 26th at 2 P. M. I sent Mr. Gulliver, Second Master, five seamen,

and two kroomen belonging to this ship, and the supercargo and carpenter of the detained vessel, to navigate her to St. Helena for adjudication in the Vice-Admiralty Court at that Island.

I have, &c.
(Signed) V. G. ROBERTS, *Master Commanding.*

No. 110.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, "Arrogant," *Cabinda, July 22, 1862.*
I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that on the morning of the 11th instant, observing a sail off Mangue Grande, the great shipping-place a little to the southward of the Congo, I immediately proceeded in chase; and having caused the vessel to be boarded, she proved to be the American barque "Seamew," of Salem, a legal trader, ninety-eight days out, and consigned to a Mr. Cunningham, merchant, at St. Paul's de Loanda.
I beg to annex the boarding officer's report, with the usual return, and have, &c.

(Signed) W. EDMONSTONE.

Inclosure in No. 110.

Lieutenant Hereford to Commodore Edmonstone.

Sir, "Arrogant," *at Sea, Lat. 6° 21' S., Long. 11° 59' E., July 11, 1862.*
IN compliance with your order I this day boarded the American barque "Seamew," and beg to inform you that I found her register correct.
The Master did not require any notation made in his log, and made no complaints.

I have, &c.
(Signed) E. W. HEREFORD.

No. 111.

Commander Wratislaw to Commodore Edmonstone.

Sir, "Ranger," *at Sea, Lat. 8° 7' S., Long. 10° 26' E., July 17, 1862.*
I HAVE the honour to report that I this day directed Lieutenant Dale to board the American barque "Joshua Bragdon," and examine her register, which was apparently correct.
There was no detention, and the master had no complaint to make.
I inclose a copy of the boarding officer's report.

I have, &c.
(Signed) H. WRATISLAW.

Inclosure in No. 111.

Lieutenant Dale to Commander Wratislaw.

Sir, "Ranger," *at Sea, Lat. 8° 7' S., Long. 10° 20' E., July 17, 1862.*
In obedience to to your order I this day boarded the American barque "Joshua Bragdon," and examined her register, which was apparently correct.
The Master made no complaint of the visit.

I have, &c.
(Signed) A. T. DALE.

Witness:
(Signed) H. C. TREMAYNE.

No. 112.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at Ascension, September 2, 1862.

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that I despatched Her Majesty's steam-vessel "Mullet" on the 3rd ultimo for Lagos, with the necessary instructions for the "Investigator" to prepare and proceed without delay to communicate with Dr. Baikie at the Confluence of the Niger.

Lieutenant Lefroy has been furnished with full instructions for his guidance, and directed to take charge of the presents sent out to the Native Chiefs, who have shown much kindness to Dr. Baikie. Mr. Southwick, Master's Assistant of the "Espoir," who was up the river last year, has also been lent to the "Investigator," in compliance with their Lordships' orders.

In the event of anything occurring to delay the "Investigator" beyond the time mentioned in their Lordships' despatch, I have directed the senior officer of the Bights Division, Captain Luce, of Her Majesty's ship "Brisk," to send the "Handy," which vessel has been ready for service in the Niger for some time, in her place.

I have, &c.
(Signed) W. EDMONSTONE.

No. 113.

Commander Douglas to Commodore Edmonstone.

*"Espoir," at Sea, Lat. 6° 45' S., Long. 12° 25' E.,
July 22, 1862.*

Sir,

I HAVE the honour to report that I have this day detained a barque of about 250 tons, having no name, and sailing under no colours, having a slave-deck laid for about 900 slaves, and being in all respects fitted for the Slave Trade.

Having taken out of her fourteen of her crew, consisting in all of seventeen men, Spaniards and Portuguese, I detached Lieutenant Murray and a prize-crew of eleven men to navigate her to St. Helena.

From what I learn from the crew, I believe this vessel fitted out at Cadiz; she was to have shipped her slaves about Mecula.

Her master (a Portuguese) states that he has been backwards and forwards from the coast for the last twenty years; that this is the sixth time he has been taken; and that he has escaped with cargoes of slaves five times.

I had received no previous information of the movements of this vessel.

I have reason to believe she sailed from Cadiz about the 16th of May, and that she formerly sailed under the name of the "Traviata."

I have, &c.
(Signed) SHOLTO DOUGLAS.

No. 114.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.)

"Arrogant," Cabinda, July 22, 1862.

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that on the 11th instant; while off the River Congo, I fell in with and boarded the barque "Clarissa," under American colours.

She had no register, but produced a certificate signed by the American Consul at Cadiz, to the effect that her register having been lost on the passage between New York and that port, he had given the certificate to enable her to claim the protection of the American flag.

Under these circumstances, I permitted the "Clarissa" to proceed on her voyage, but I am convinced she is not a legal trader, and that she will certainly ship a cargo of slaves as soon as a favourable opportunity offers.

This vessel was again met with by the "Arrogant," two days afterwards,

in the Congo, and is now being watched by the cruizers on the South Coast, and I sincerely trust will not succeed in her inhuman object.

I beg to annex the boarding officer's report, with the usual return.

Inclosure in No. 114.

Lieutenant Huntley to Commodore Edmonstone.

"Arrogant," at Sea, Lat. 6° 21' S., Long. 11° 59' E.,
July 11, 1862.

Sir,

IN compliance with your order I this day boarded the American barque "*Clarissa*," and beg to inform you that I found she had no register, the master producing a letter given him by the American Consul at Cadiz, which stated that the register had been lost on the passage from New York to Cadiz, which letter I believe to be authentic. The master did not require any notation made in his log, and made no complaints.

I have, &c.
(Signed) SPENCER R. HUNTLEY.

No. 115.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at Ascension, September 12, 1862.

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that I have this day received intelligence from Captain Luce, of Her Majesty's ship "*Brisk*," the Senior Officer of the Bight Division, that the "*Investigator*" was to have left Fernando Po, properly equipped, on the 30th ultimo, for the River Niger, in pursuance with their Lordships' instructions.

An officer from the "*Espoir*" was on board; also, that the crew were healthy and cheerful.

The "*Brisk*" is to meet the "*Investigator*" at the entrance of the Nun, with a hired covered boat containing about twenty-five tons of coal, which she will turn over to her. This is a very thoughtful arrangement on the part of Captain Luce, as the boat can easily be towed by the "*Investigator*," and will enable her to replenish her fuel when necessary, it not being prudent to burn wood, and thus insure their Lordships' directions with regard to this important service being efficiently carried out.

I beg leave here to add, that great praise is due to Lieutenant Glover, of the "*Handy*," for the very valuable and ready assistance afforded by him to Lieutenant Lefroy in equipping the "*Investigator*." Although he must have been disappointed at not being permitted to proceed up the Niger, as previously arranged by me, still he freely gave the benefit of his experience and advice; and I feel it due to that officer to bring the same under their Lordships' notice.

I have, &c.
(Signed) W. EDMONSTONE.

No. 116.

Commander Smith to Commodore Edmonstone.

(Extract.)

"Torch," Sierra Leone, August 20, 1862.

I HAVE the honour to report to you that the barque "*Clarissa*," detained by Her Majesty's ship "*Torch*" in the River Congo on the 24th day of July, 1862, on the ground of being engaged in the Slave Trade, was this day condemned in the Vice-Admiralty Court as not being entitled to the protection of the American flag or that of any other State or nation.

No. 117.

Commander Simpson to Commodore Edmonstone.

Sir,

"Mullet," off the River Congo, August 9, 1862.

I HAVE the honour to forward the inclosed letter from Lieutenant A. J. Brooke, of Her Majesty's sloop under my command, reporting the destruction of a

schooner loaded with slaves, through being run on shore in the surf near Point Padron.

The vessel was observed from the masthead of the "Mullet," shortly before she was chased by Lieutenant Brooke, and was taken to be one of the large class of coasters. She passed in-shore of the "Mullet" (then at anchor about six miles from Point Padron) close to the surf.

Knowing that Mr. Brooke would most probably intercept her on his return from Shark's Point (where I had sent him to obtain information of the movements of the "Espoir"), I did not board her from the ship.

The following morning I proceeded in the whaler to obtain what information I could relative to the wrecked vessel and her living freight. To my astonishment, not a vestige of her was to be seen on the beach where she had run on shore, and nothing to indicate that anything unusual had happened, beyond innumerable foot-prints and other marks on the sand; also, great numbers of natives moving about in the bush beyond.

The surf being too heavy to beach the boat without risk, I proceeded to Shark's Point, where I heard that the slaves had been marched off into the bush, where also the pieces of the vessel had been drawn as she broke up on the surf. It will consequently be seen that it was impossible to obtain a more accurate measurement of the vessel than the estimate given by Lieutenant Brooke in the inclosed letter.

I have much pleasure in bringing to your notice the gallant conduct of Lieutenant Brooke and his boat's-crew of Kroomen, in beaching the boat through a most dangerous surf, by which means they were enabled to save the lives of many of the unfortunate slaves, though it is to be regretted that, unavoidably, many perished, and none were redeemed from slavery.

I have, &c.
(Signed) C. H. SIMPSON

Inclosure in No. 117.

Lieutenant Brooke to Commander Simpson.

Sir,

"Mullet," off the River Congo, August 9, 1862.

IN compliance with your order, I this day proceeded in the whale boat of Her Majesty's ship "Mullet" to Shark's Point, and on my return observed a schooner making for the mouth of the Congo.

As she appeared a suspicious vessel, and there was great confusion on board, I pulled towards her, when her helm was put up, and she ran on shore in the surf.

I immediately beached the whaler, but the people belonging to the schooner (one of whom was a white man), together with about 150 young negroes (whom I conclude to have been slaves) escaped into the bush directly the schooner struck.

Several of the slaves who were injured by the falling of the masts I managed to drag out of the surf; a great number, I regret to say, were drowned: as night was coming on I could render them no further assistance.

The surf was so heavy that it was impossible to board the schooner. She was apparently without colours, and as near as I am able to judge, about 60 or 70 feet long, with 14 or 15 feet beam, 9 or 10 feet depth of hold, and of about 70 or 80 tons.

I remained on shore until the schooner was entirely destroyed, when with great difficulty we launched the whaler through the surf, and returned to the ship.

I have, &c.
(Signed) ARTHUR T. S. BROOKE.

No. 118.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

"Arrogant," at Ascension, September 12, 1862.

I HAVE the honour to transmit, for the information of my Lords Commissioners of the Admiralty, a copy of a letter, dated 23rd ultimo, from Commander Perry, of Her Majesty's steam-sloop "Griffon," which has only to-day reached me at this anchorage, and of its inclosure, respecting the very recent atrocities committed by the King of Dahomey.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 118.

Commander Perry to Commodore Edmonstone.

Sir,

"Griffon," at Lagos, August 23, 1862.

I BEG to inform you that I forwarded by last mail a copy of the inclosed information, but as Her Majesty's ship "Wrangler" is now leaving for Ascension, I send another copy so that you may receive it as soon as possible.

I am sorry I could not obtain any information concerning the warlike tactics of the Dahomians from Mr. Euschut, as he was not permitted to leave the immediate vicinity of his hut during his stay at Abomey, except when taken to see the sacrifices.

However, I firmly believe that the information he has given is strictly correct, except that from his answers to my questions about the space the troops covered, the time they took marching past, &c., I feel sure he has greatly exaggerated their number.

I have, &c.
(Signed) J. L. PERRY.

Inclosure 2 in No. 118.

Commander Perry to Commodore Edmonstone.

Sir,

"Griffon," Little Popoe, August 6, 1862.

I THINK it my duty to lay before you, with as little delay as possible, the following information concerning Dahomey:—

On 5th August, when at anchor off Little Popoe, I received a letter from the shore, stating that Mr. Euschut, a Dutch merchant, residing at Popoe, had just returned from Abomey, and had news of great interest for my ear. This Mr. Euschut I have had frequent communications with, and I have every reason to believe his information to be most accurate, trustworthy and reliable; I therefore borrowed a surf-boat from a Dutch brig laying in the roads, and having manned her with ten of our Kroomen, I with great difficulty effected a landing, two boats out of three that tried the beach on that day being capsized owing to the very heavy surf.

I give the substance of Mr. Euschut's information as closely as possible, having jotted it down in my notebook during our conversation.

It appears that Mr. Euschut went to Whydah on trade business in the middle of June—on June 24th. While still at Whydah he received the "stick" of the King of Dahomey, with an intimation that his presence was required at Abomey. Mr. Euschut tried every method of evading the journey, but without avail; the Cabooceers of Whydah plainly telling him that he would be carried to Abomey as a prisoner if he did not at once willingly obey the King's message. Accordingly at 1 P.M. of June 26, having provided himself with six hammockmen, he left Whydah for Abomey, escorted by an armed party of Dahomians. The same evening he reached Atada, the old residence of the Kings of Dahomey.

June 27.—At 1 P.M. left Atada and arrived at Tafour at 10 P.M.

June 28.—At 5:30 A.M. started for Kanno through swamp, very little water over swamp; and easily passed. At 2:30 P.M. reached Kanno, about twelve miles' journey; arrived outside walls of Abomey at 7:30 P.M., the road the whole way being very good. He was at once shown into a very fair house, and told to remain there during the night.

June 29.—Received a message from King that he was to be presented the next day.

June 30.—Entered walled part of town through Royal gate; received there by two Cabooceers, who saluted him, saying, "King had never seen a Dutchman; King's father had never seen a Dutchman, and now they had plenty of people to kill, they were very glad to see a Dutchman." He was then ordered to drink the King's health four times, after which the Cabooceers danced round him, singing and firing guns. He was then conducted to the King's place, and received there by the Prime Minister, who told him the King would receive him the next day.

July 1.—Received by the King, who was seated outside of the palace on a raised dais, surrounded by Amazons. He saluted the King in the European style; the King at once got up and shook hands with him, saying he was very glad to see a Dutchman. He continued talking Portuguese for about ten minutes with the King, and was then ordered to return to his house and remain inside for three days.

July 5.—He was brought to the market-place, where he was told many people had been killed the night before. He first saw the body of Mr. William Dogherty, a Sierra Leone man, and late Church Catechist at Ishagga. The body was crucified against a large tree, one nail through the head, one through the chest, and one through each hand and foot, the left arm bent, and a large cotton umbrella in his grasp. Mr. Euschut was then taken to the King, who was seated on a raised platform, from which he was talking to the people much "war palaver," and promising them an attack on Abbeokuta in November. Cowries, cloth, and rum were then distributed.

In front of the market-place rows of human heads, fresh and gory, were ranged, and the whole place was saturated with blood. The heads evidently had belonged to some of the Ishagga prisoners, who had been killed during the night, after having been tortured in the most horrible manner.

Until July 10th Mr. Euschut was ordered to remain quiet in his house, and not to move or look out after sun-down.

July 10.—The ground shook violently, evidently, from the date, the effect of the earthquake felt at Accra. Mr. Euschut was at once brought to the market-place, where he found the King again seated on the raised platform, surrounded by Amazons.

The King told him that the "ground shaking" was his father's spirit complaining that "customs" were not "made proper."

Three Ishagga Chiefs were then brought before the King, and told they were to go and inform his father's spirit that "customs" should be "made" better than ever. Each Chief was then given a bottle of rum, a head of cowries, and then decapitated.

Twenty-four men were then brought out, bound in baskets, with their heads just showing out; they were placed on the platform in front of the King, and thrown down to the people, who were dancing and singing below. As each man was thrown down, he was seized and beheaded. The heads were piled in one heap, and the bodies in another. Each Dahomian who caught a victim and cut the head off received one head of cowries (about 2s.).

After all were killed, Mr. Euschut was conducted home.

July 11.—Taken to another part of the town, where exactly similar horrors were being perpetrated.

July 12.—All the platforms were taken down, and the programme appeared to be firing guns, singing, and dancing all day. There were no public sacrifices for ten days, but Mr. Euschut believes many took place during the night.

July 22.—Taken to see the “grand custom” at the palace of the late King, at the gates of which two platforms were being re-erected. On each platform sixteen men and four horses were placed.

Inside the palace was another platform, on which were placed sixteen women, four horses, and one alligator.

The men and women were all Sierra Leone people, captured at Ishagga; they were dressed in European clothes. Each group of sixteen was seated (bound) in chairs, placed round a table, on which glasses of rum were put for each person.

The King then ascended the platform, where he adored the Dahomian fetish, and made obeisance and spoke to the prisoners, whose right arms were then loosed to enable them to drink the King's health. After the health had been drunk, the “effects” of the late King were paraded, and worshipped by the people as they passed.

A grand review of troops then commenced, and as each regiment marched by the King harangued them, and promised them the sack of Abbeokuta in November.

Nearly the whole of the troops bore fire-arms; a few select corps had rifles, but the greater number old flint-cock muskets. The artillery consisted of twenty-four guns, 12-pounders.

The number of troops could not be less than 50,000 including 10,000 Amazons, all apparently well-disciplined troops.

After the review was over the prisoners were beheaded, their heads being hacked off with blunt knives. At the same time the horses and alligator were despatched, particular care being taken that their blood should mingle with that of the human prisoners. When all was over, Mr. Euschut was permitted to leave Abomey, which it is needless to say he immediately did, having received the munificent viatica of eight heads of cowries, one piece of cloth, and two flasks of rum.

I have, &c.
(Signed) J. L. PERRY.

No. 119.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir,

“Arrogant,” *Sierra Leone, October 6, 1862.*

I HAVE the honour to inclose for your information a letter, dated the 28th August last, and other papers which I have recently received from Lieutenant Stokes, of the “Bloodhound,” by which it will be seen that our affairs in the Benin are at present in a very unsatisfactory state.

Taking into consideration the peculiar nature of the river, and consequently the many difficulties to be met with in resorting to hostile measures against the natives, I certainly think an entire stoppage of all trade for a short time, in the manner proposed by Lieutenant Stokes, with a man-of-war constantly to visit the Benin, would be the best mode of regaining tranquillity in the river.

I have issued instructions to Captain Luce of the “Brisk,” the Senior Officer in the Bights, to order a cruizer on this duty, should my views coincide with those of his Excellency the Governor of Lagos; and I only trust the European traders in the Benin will agree together and positively refuse all intercourse with the natives, until they come to such terms as Governor Freeman may think proper to impose as a punishment for the outrages committed on British subjects.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 119.

Lieutenant-Commander Stokes to Captain Luce.

Sir,

“Bloodhound,” *Lagos, August 28, 1862.*

HAVING received orders from Commander Beamish on the 18th July to proceed to Fernando Po for coal, and to take Her Majesty's Consul there to Prince's and St. Thomas's Island for the benefit of his health, I have to inform you that in consequence of an urgent requisition from the said Consul (copy inclosed) to proceed to the Benin to protect the lives and property of British merchants, I embarked the Consul and left Fernando Po on the 1st August and anchored in the Benin on the 4th, finding the state of the river most unsettled.

The Consul on our arrival forwarded a despatch to the principal Chief, named Jerry, requesting he would proceed on board to have an interview, but he refused on the plea of being detained. Another message was sent, but he still refused on the following day.

Jerry signed a Treaty in the year 1851 (*vide* Hertslet, vol. ix, p. 14) in the presence of Consul Beecroft and Captain Bedingfeld, R.N. The Consul made him Chief of the River, and gave him possession of the Queen's Stick, which he still retains.

On the 8th instant, the Consul and myself proceeded up to Warree to have an interview with the Chiefs, but the result was they had not sufficient power to interfere in the matter.

On the 16th instant I accompanied Consul Burton to the Chief of Benin to try and persuade the King to use his influence and send down some of his Chiefs to assist us in settling this affair. The King having promised to do so, we waited for five days, but they never came; in fact, I think the King had no intention of sending them down, as he appeared to have but very little power.

On the Consul's arrival the merchants agreed to stop trade, as they imagined the Chiefs would come to our terms by delivering up Akeobour, the Chief who committed the outrage on Mr. Henry's factory.

After having the trade stopped for twenty-two days, no effect was produced, and I think myself the Chiefs would hold out for at least six months or so.

After weighing over the matter the Consul and myself thought it advisable to leave the river, and lay all particulars before Governor Freeman.

There is only one course to be adopted—the merchants must leave their factories and reside on board the ships outside the bar, and I think in the course of six months the natives would be happy to come to any terms which might be laid before them.

Nearly all the villages are up narrow creeks, and we should sustain loss in attacking them.

The settlement of the Chief Akeobour is said to be fifteen miles up a very narrow creek. To attack him would at least require 100 men. Canoes could proceed up, but boats would have great difficulties.

On the 6th instant a boat was sent to Lagos with despatches, but unfortunately she was capsized. Having remained nearly a month in the river, I was not justified in remaining longer, as I had not received orders from you, and I was only acting under a requisition. Also Consul Burton wished to have an interview with Governor Freeman about the state of the river.

I crossed the Benin Bar on the morning of the 27th, and proceeded to Lagos to report my proceedings.

I am, &c.

(Signed) JOHN E. STOKES.

Inclosure 2 in No. 119.

Consul Burton to Lieutenant-Commander Stokes.

Sir,

Fernando Po,

I HAVE received an urgent requisition for assistance from Mr. Henry, merchant, Benin River: a copy of it is herewith inclosed.

Relying upon your long experience upon the coast, and your zeal for the protection of British interests, I venture to request that you will defer your cruize to Prince's Island and St. Thomas's, and that you will lend me your able assistance in affording defence to British life and property, which are now threatened in the Benin River.

I am, &c.

(Signed) R. F. BURTON.

Inclosure 3 in No. 119.

Mr. Henry to Consul Burton.

Fernando Po, July 28, 1862.

Sir,

ON the 24th May of this year, my establishment at Benin River was forcibly plundered by about 200 armed natives, and property to the amount of about 8,000*l.* taken away, two of my servants nearly killed, and my wife driven from her home through swamps to save her life, or from otherwise being worse treated. It has resulted fatally.

My own life is in danger at any moment unless I have protection from our Government, and I now throw myself (as a British subject) on your hands, in the hope that I may obtain that which every Englishman expects—"justice."

I cannot return to Benin without this matter being taken up by the Government. Should I do so, I firmly believe every European establishment would be plundered.

Within the last ten days, Messrs. Horsfall's establishment there would have been plundered to a large amount of money, had it not been for Captain White and the writer, though protection was given at great risk to our own lives.

If I am not to be left to the mercy of natives of Benin River, I must have immediate assistance.

I have, &c.

(Signed) R. C. HENRY.

Inclosure 4 in No. 119.

Mr. Henry to Lieutenant-Commander Stokes.

Sir,

Fernando Po, July 29, 1862.

I HAVE been obliged to leave my residence at Benin River to seek protection and assistance from the British flag against the inhabitants of that river. They on the 24th of May last plundered my establishment to a very large amount of property, nearly killed two of my servants, and caused the death of my wife, having driven her from her home through swamps to seek protection at another European establishment.

Within the last ten days Messrs. Horsfall and Son's establishment was threatened to be plundered, and would have been had not the writer and another agent exerted themselves to protect it, which services were rendered at a very great risk of life.

I have a large amount of property in the Benin River, which I now advise you is in imminent danger unless I have your protection.

Awaiting your decision, I am, &c.

(Signed)

RICHD. C. HENRY.

No. 120.

Comander Hoskins to the Secretary to the Admiralty.

Sir,

"Zebra," at Sea, off Black Point, August 29, 1862.

I HAVE the honour to report to you that on the evening of the 27th instant, when about 80 miles due west of Black Point, I captured an American-built clipper schooner, without name, papers, or colours, fully equipped for the Slave Trade.

I lay by her for the night, and in the morning, she appearing to be quite rotten and unseaworthy, I ordered the proper officers to survey her; and in accordance with their report (a copy of which I inclose), I measured her, and set her on fire.

Having seen her burnt to the water's edge, I proceeded to Black Point, where I have this day landed her crew consisting of 12 Spaniards.

The master declined entirely giving any information respecting her, but one of the crew stated that her name was the "*Volador*," from the north coast of Cuba, and that they were waiting in the offing for twenty days for their cargo of 400 negroes to be collected.

I have, &c.

(Signed) A. H. HOSKINS.

Inclosure in No. 120.

Messrs. Lang, Bouchier, and Bennet to Commander Hoskins.

Sir,

"Zebra," at Sea, Lat. 4° 32' S., Long. 10° 36' E., August 28, 1862.

IN pursuance of orders from you we proceeded on board the slave schooner (name unknown) captured by Her Majesty's ship "*Zebra*," under your command, on the 27th instant, in latitude 4° 32' south, longitude 10° 36' east; and have the honour to report that after a strict and careful survey we found that she appeared to be a vessel of great age, timbers and other parts very rotten, champlates broken and defective, and altogether, in our opinion, quite unseaworthy.

Having measured her for tonnage we find her dimensions to be as follows:—

Length, from after part of stem to fore part of stern post, between perpendiculars, 108 feet; breadth, at 36 feet abaft the stern, 22 feet; depth of mainhold from under side of deck to keelson, 11 feet 3 inches.

And we hereby certify that we have taken this survey and measurement with strict care and accuracy.

We have, &c.

(Signed)

O. T. LANG, *Lieutenant.*W. L. BOURCHIER, *Master*W. BENNET, *Carpenter.*

No. 121.

Commander Hoskins to the Secretary to the Admiralty.

Sir,

"Zebra," off Mangue Grande, October 4, 1862.

I HAVE the honour to report to you that I yesterday morning captured off this place a barque without name, papers, or colours, and whose figure-head had been sawn off, fully equipped for the Slave Trade. Spanish colours were shown for a short time while we were approaching her, but were hauled down before she was taken possession of.

The master declined giving any information respecting her, and every document had been most carefully destroyed.

I landed the crew at Mangue Pequeno, and despatched her last night to St. Helena for condemnation, in charge of Lieutenant Lang and a prize crew.

I have, &c.

(Signed) A. H. HOSKINS.

No. 122.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

(Extract.)

"Arrogant," Cabinda, July 20, 1862.

I AM desirous of bringing to your notice the present unsatisfactory state of affairs in the River Congo.

Last year, as was duly reported, I was obliged to punish the natives of Shark's Point and its vicinity for a piratical outrage upon the schooner "Shark," stranded upon the Point itself, and belonging to Messrs. Tobin and Co. of Liverpool.

About two months ago Mr. Meecham, having previously signified his intention to remove his business altogether from the Congo, was attacked at Punta da Lenha by the natives, part of his house burnt, the property stolen, and he himself taken into the bush. They demanded a ransom, which was paid, and they immediately released him. On inquiring into the matter, I am led to believe that the natives acted thus on account of a personal enmity towards Mr. Meecham.

On my recent visit, however, to the Congo (11th instant), I sent two boats up the river to visit Punta da Lenha, when I received intelligence that a Mr. Adams, agent to Cookson and Hatton's house, was kidnapped a few days previously, and taken into the bush, but that he was about to be ransomed.

At present there is only one English factory at Punta da Lenha, one American, one Dutch, one Spanish, and nine Portuguese; and as that place is the great focus of the Slave Trade on the South Coast, it is only reasonable to suppose that these nine Portuguese have something to do with it.

No. 123.

Commander Symons to Commodore Edmonstone.

(Extract.)

"Lee," at anchor off Great Popoe, August 27, 1862.

I HAVE the honour to inform you that, while running along the coast this day, a barque was seen at anchor off Great Popoe, under Portuguese colours. Immediately afterwards she was observed to haul them down and hoist the American ensign. Thinking this proceeding looked suspicious, I stood in and came to an anchor near her, and sent two officers on board to ascertain her nationality. They found she was the American barque "*Elizabeth*," of New York, but was commanded by a Portuguese Captain. It was stated that her former master died at Whydah on the 22nd July last.

There was scarcely any cargo on board (one or two casks of rum and the same of tobacco), but in the hold there were eighty-four large casks (hogsheads). The master stated that it was his intention to proceed to New York in salt-water ballast, for which purpose he had these casks on board.

On my boarding this vessel I requested the master to allow me to see the Custom-house certificate that these casks were to be used for lawful purposes, but which he could not produce, and stated that before he left Great Popoe a certificate would be given him that these casks were for the purposes he stated.

On looking over his papers I observed, by a bill of lading for his outward cargo from New York, that a certain number of stakes had been taken on board there, which would probably have sufficed to have made the number of casks he had on board. Taking this into consideration, as also the fact of the death of the former master, and the present one not understanding the English language, I thought it might account for his having no manifest, for the log not being written up since the 12th of May, 1862, and for his papers being in such disorder.

Neither the master nor any person on board had any complaint to make relative to the visit, of which fact, together with a notice of having boarded the vessel, I made in her log [*sic*].

The master denied having hoisted the Portuguese colours as stated in the first part of this letter, which not having seen myself, I thought might have been a mistake.

No. 124.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

(Extract.)

"Arrogant," Sierra Leone, October 22, 1862.

I HAVE the honour to report on the state of the Slave Trade on the West Coast of Africa, between the 1st October, 1861, and the 30th September, 1862, being a continuation of my letter to you dated the 7th November last.

My reasons for extending this report over a period of twelve months are partly those stated in the second paragraph of the above-quoted letter; also that

on my arrival at Sierra Leone from Ascension, having received information on the subject to a very recent date from the cruisers under my orders, and at the same time expecting shortly to be relieved by Commodore Wilmot, I felt it would be better to extend this my final report to the 30th ultimo, so as to leave as few unexecuted duties as possible to be performed by my successor.

Eighty-eight vessels, capable of conveying 52,272 slaves, have been, or are supposed to have been, engaged in this illegitimate Traffic during the period of my Report.

The following vessels, seen and boarded by Her Majesty's cruisers, have been reported to me as suspicious :—

"*Belle*," American brigantine, boarded by "*Zebra*" on the 22nd June, 1862;

"*Samuel Churchman*," American brig, boarded by "*Dart*" on the 12th May, 1862;

"*Sylphide*," Hamburgh brigantine, boarded by "*Wrangler*" at Lagos, on the 11th May, 1862, and by the "*Dart*" on the 13th June, 1862;

"*Potomac*," American brigantine, boarded by "*Espoir*" at Isles de Los, on the 25th April, 1862, and by the "*Flying Fish*" on the 4th June, 1862, off Bassao;

"*Acaso*," Portuguese barque, boarded by "*Griffon*" on 1st November, 1861, at Badagry, and by the "*Wrangler*" on the 7th December, 1861, and again on the 16th June, 1862, off Jelli Coffee;

"*Panchito*," Portuguese brig, boarded by "*Wye*" at sea on the 28th February, 1862;

"*Lark*," American whaler, boarded by both the "*Torch*" and "*Ranger*," off Mangue Grande, on the 26th April, 1862;

"*Mondego*," Portuguese schooner, boarded by the "*Wrangler*," of Whydah, on 17th June, 1862;

"*Warren White*," American barque, boarded by the "*Brisk*," at Jelli Coffee, on 7th August, 1862;

"*Elizabeth*," American barque, boarded by the "*Griffon*" on the 28th June, 1862, on the 14th August off Whydah, and again at Great Popoe on the 6th September, 1862; and by the "*Lee*," at Great Popoe, on the 27th August, 1862;

"*Joshua Bragdon*," American barque (whaler), boarded by the "*Dart*" on the 19th July and 1st August, 1862; by the "*Ranger*" on the 17th July; and by the "*Antelope*" on the 4th August, 1862, on the South Coast off the Congo, and at Cabenda.

The "*Mondego*" is said to be employed in carrying slaves from Whydah to the Island of St. Thomas, and the "*Elizabeth*" I am informed at first hoisted Portuguese colours, but there being an American register on board, and the flag hoisted, she was allowed to proceed on her way.

Although this evidently shows an increase (on paper) over former Reports in the number and size of vessels supposed to be engaged in this illegal Traffic, I hope to be able to prove that a considerable check has been placed on the Slave Trade by the squadron under my orders, since I last had the honour of reporting on the subject.

Out of the 99 vessels said to be employed in the African Slave Trade, I am very happy to say that 15, capable of conveying no less than 8,262 negroes, have either been captured or destroyed by Her Majesty's cruisers, thereby rescuing 2,457 of our fellow-creatures from slavery, 9 of the vessels being empty when taken, and 1 run on shore at Point Padron, where she was soon destroyed by the surf, some of the slaves escaping into the bush, and several being drowned.

The American barque "*J. J. Cobb*," mentioned in my last Report as being detained at St. Paul's de Loanda, has since been sold by the Portuguese authorities, on her failing to procure the bond required by the Government of Angola that she would not embark in the Slave Trade.

The "*Manuel Ortiz*" has also been detained and condemned at Cape Coast Castle, by the Governor of the Gold Coast.

Again, a slave vessel, name not known, is said to have got on shore in the Congo, on her way up to Punta da Lenha, and to have been pillaged and destroyed by the natives.

I have also, only a day or two since, received verbal intelligence that the "*Dart*" has just captured a vessel in the neighbourhood of Goree, but I cannot of course answer for the correctness of the report. If true, it would make a total of 19 vessels, actually engaged in the Slave Trade, that have been either captured or destroyed during the past twelve months.

Had there been such an American squadron on the coast as when I first

had the honour of taking the command, the blow to this inhuman Traffic would have been very much more severe ; as it is, I feel certain the loss has been something considerable to the slave-dealers.

On reference, however, to Inclosure 2, it will be seen, I regret to say, that 12 vessels, having on board 5,810 slaves, have succeeded in eluding the vigilance of our cruisers. This is less than the number of vessels said to have escaped during the period of my last Report, while the number captured and destroyed is much greater.

The following suspicious vessels have been met with by our cruisers, viz. :—
 “*Manuel Ortiz*,” already reported as condemned by the Governor of the Gold coast ;

“*Mariquita*,” seen on the South Coast frequently, but to my certain knowledge has never taken slaves, although belonging to a suspicious firm ;

“*Ocilla*,” on her way up the Congo.

I beg now to draw your attention to certain important incidents bearing upon the supply and exportation of slaves.

While the abandonment of the French Emigration Scheme has doubtless tended to make slaves more plentiful on the South Coast, I am rejoiced to say that on account of the stringent steps taken by the American Government, vessels have been in a great measure deterred from entering into this illegal Traffic, in spite of the favourable opportunity offered by the withdrawal of the American squadron.

The result has been, as shown in the Tabular Statements annexed, that that those vessels which have been engaged in the Slave Trade have been found overcrowded when taken. Witness the case of the brigantine captured by the “*Antelope*” on the 5th June, thereby adding considerably to the sufferings of the unfortunate negroes.

The want of vessels, especially on the South Coast, to receive the slaves collected at the various barracoons, has, I am told on good authority, been a very serious loss to the slave-dealers, who have had to support them for a considerable time at great expense, the price of food being raised in proportion to the increased demand.

We ought, therefore, to be thankful, all things considered, that the absence of the American cruisers from the coast (so much regretted by me) has been, at a time when slaves were more than usually cheap and plentiful, productive of less mischief to our cause than we could possibly have hoped, whilst the loss, not including captures, to those interested has been very great.

Now, however, that we have a Treaty with America conceding to us the right of search, with the prospect of another squadron, and our own having been materially increased, I anticipate the best results and feel confident that the shipment of slaves will be greatly reduced.

In a short time, when the American Treaty is in full force, and a few vessels detained in consequence, slavers will, of course, resort to other than the flag of the United States to cover their nefarious occupation ; and I very much fear that our own, together with that of France, will frequently be employed.

The French, on account of our limited power of interference. It may here be remembered that the brig taken by the “*Torch*” on the 4th March last, first hoisted the French ensign ; but on seeing the determination of Commander Smith to board, the colours were hove overboard, and the vessel became denationalized. Had the Commander of the “*Torch*” not boarded the brig, which I think would have been the course followed by most officers on account of the responsibility thereby undertaken, she would, in all probability, have shipped her cargo of slaves, and got off without much difficulty.

The inducement for resorting to our flag (of course without a register) will be the want of suspicion ever entertained by Her Majesty’s cruisers to its being employed to cover other than legal trade, therefore not so likely to provoke the interference of our cruisers ; the few English vessels ever boarded quite confirms me in this opinion. Strict orders should consequently be issued to the squadron to examine every vessel met with under the English flag.

I now beg to point out the principal localities, &c., where the Slave Trade is at present carried on. In the North Division, I am happy to find from the reports which I have received, that it is decreasing fast, and must in a few years become totally extinct,—I mean, of course, the “export” of slaves.

The two vessels mentioned in Inclosure No. 2 as having got away, and the one destroyed by the “*Flying Fish*,” I believe are the only ones which have been

actually engaged in this illegal Traffic on that part of the coast during a period of twelve months; although I hear that several vessels have visited the Gallinas for the purpose, but were not able to get the slaves. The schooner taken by the "Wye" was one of them.

The six vessels captured by the "Torch" during her cruise on the North coast was a great loss to those concerned, and I have no doubt was the means of completely checking the efforts made by a certain Spanish company to revive this illegal Traffic.

The little slaving that still goes on in this division is almost invariably conducted under the Spanish flag, and in vessels of small tonnage.

While in the neighbourhood of the Gallinas, the "Philomel," however, reports having chased, on the 19th June last, a steamer under American colours, supposed to be engaged in the Slave Trade, which she could not come up with. On a gun being fired the vessel hauled down her colours and steamed on.

The Trade is almost entirely confined to the Bramiah, Debreeka, Pongas, and Nunez Rivers; Sangaree Bay being a rallying point, between which there is nearly an uninterrupted communication by inland creeks. Slaves are also taken from the Sierra Leone and Sherbro Rivers to Sangaree Bay.

The practice which formerly existed of marching the slaves which were procured from the country south-east of Sierra Leone through the Quiah country to be shipped in canoes down the Sierra Leone River, and along the coast to the rivers and creeks about the Pongas, is almost discontinued, in consequence of the road by which they were conveyed (Quiah) being now part of British territory.

When the barracks are built at Bulama, and troops regularly stationed, a considerable check will be placed on any attempts made to export slaves from the vicinity of the Nunez, if not rendering it almost impossible.

From the Gallinas reports are often heard of slaves being in the neighbourhood. This formerly was a noted shipping-place. The Liberian authorities, though not endowed with much power, are, I believe, sincere in endeavouring, by their influence, to put down the Slave Trade.

Commander Wildman, on his recent visit to the Gallinas, found no trace whatever of any slaving being carried on, not even a barracoon. This, when taken into consideration with the fact of several vessels having visited that part of the coast for slaves, but without success, as already stated, justifies our supposing that the nefarious Traffic has gradually given place to legitimate commerce.

As mentioned in former Reports, the presence of any suspicious vessels on the North Coast is soon known at Sierra Leone, when a cruiser immediately proceeds to look after her.

I am informed, on the authority of the Spanish Consul at Sierra Leone, that the Spanish vessels trading between the Canary Islands and the North Coast have all to enter into heavy securities with the authorities that they will not embark in any slave speculations. This is, no doubt, a very necessary and wholesome check, for I frequently notice that vessels clear from the western ports for the Canaries, and they are generally of small tonnage, and well suited to navigate the rivers where slaves are to be procured.

Domestic slavery continues to increase in proportion as legal trade is developed, but I am happy to say is conducted with more humanity and consideration for the individual than in the Bights and other parts of the station.

Legal Trade,—Commander Wildman (senior officer of the division) informs me, is visibly on the increase everywhere. So many as four well-known legal traders were seen trading at the Pongas, at one time, by the "Espoir."

The legal commerce from the Gallinas country is at present estimated at 100,000*l.* annually, and is on the increase.

Coast between Cape Palmas and Cape Three Points.

Rumours having reached me that on the Ivory and Grain Coast, between Cape Palmas and Cape Three Points and the French Settlements at Grand Bassam, the Slave Trade was being actively carried on, I directed Captain Luce, in the "Brisk," to examine that locality.

After a careful investigation, this officer reported to me that he could find nothing apparently to justify any such supposition, though it is impossible to say from what point, when least suspected, slave-dealers may not carry on their operations. This is a part of the coast lying between the North and Bights divisions.

Bights Division.

The five vessels reported to have escaped, having on board 3,250 negroes, and the schooner captured by the "Griffon" (the only prize that has been taken for nearly three years), is a clear proof that the Slave Trade has increased in this division, since I last had the honour of reporting on the subject.

I beg, however, to remark that the vessel which got away, did so between November 27, 1861, and April 26, 1862, when the "Prometheus" was inside the bar at Lagos, and peculiar circumstances,—such as sending the "Antelope" with fever cases to Ascension on two occasions, the detention of a schooner at St. Helena, and also of one at Ascension,—rendered it impossible to keep so good a watch on the coast as I could have wished.

On looking over reports from Commanders Beamish and Perry, I find that at the end of last year, and the early part of this, there were plenty of slaves in the barracoons ready for shipment, and I have not the slightest doubt that the slave-dealers, who on this part of the coast are men of long experience, and where everything connected with this nefarious Traffic is conducted with an ability and system worthy of a better cause, readily took advantage of the opening unavoidably afforded by the absence of our cruisers.

Domingo Martinez at Whydah, and Lima at Quittah, are the most active of that body, to whom a great number of the vessels met with in the Bights under Portuguese colours are consigned, and it is well known that these men rarely deal in anything but slaves. The vessels come principally from the Brazils, and have on board the cargoes usually carried by palm-oilers.

The Slave Trade in this division is confined almost entirely to Dahomey's country, as stated in my former Reports; Little Popoe, Aghwey, Great Popoe and Whydah, being the places where the shipments are usually effected, and barracoons are said to exist all along that part of the coast.

Adda, on the Volta, a large river contiguous to our Gold Coast Settlement, is also a great nest of slavery; but as the anchorage off the bar is insecure, and not a good place for the shipment, the slaves are generally taken by inland water-carriage, at the back of Quitta, to some one of the beach towns already mentioned on Dahomey's seaboard.

Slaves between the Volta and Aghwey cost from 40 to 50 dollars, while those purchased at Whydah sometimes fetch as much as 80 dollars.

I hear that a considerable number of slaves have lately been collected, and that a steamer and three other vessels are shortly expected to arrive in the Bights; but I feel confident now that we have five cruisers stationed on that part of the coast, they will have great difficulty in effecting their purpose.

The following circumstance will show you what a good look-out is now being kept:—A small Hamburgh steamer on her way to Lagos, was a short time since boarded off Whydah by three of our gun-boats, each coming from a different point of the compass.

This attempt at reviving the Slave Trade should be put down at any cost, or it will certainly be very detrimental to the commerce which has of late years developed itself so much in the Bights.

The "Griffon's" prize was condemned at Lagos. The formation of a Vice-Admiralty Court at that place will, I am sure, prove of great benefit to the squadron, and increase the efficiency of our cruisers employed on that part of the coast.

Domestic slavery continues to increase, and is carried on with the greatest cruelty in our palm-oil rivers, but more particularly so in the Bonny, where an able-bodied slave is only calculated to stand three years' work in consequence of the ill-usage he receives. Nor is this to be wondered at, seeing that the natives are mostly cannibals, though we have had missionaries living amongst them for years.

Legal Trade.—Palm oil is plentiful in the Bights of Biafra, excepting the Benin, where, as usual, things are in a very unsatisfactory state; and of late frequent outrages of a revolting nature have occurred, as already reported.

In the Bonny, trade has increased very much, and the supplies of palm oil is said to be greater than all the West African rivers put together.

At Anamaboe, a little to the southward of Cape Coast Castle, a prosperous trade is being carried on; also I am informed that Whydah, Great and Little Popoe, &c., furnish palm oil in small quantities. This will account for the legal traders that are met with by our cruisers on that part of the coast.

Most of the trade from Accra, though jointly occupied by the Dutch and ourselves, finds its way into the English market, in spite of the Customs dues (2 per cent. on all imports, levied by the Government of the Gold Coast), while the Dutch impose none; but in consequence of all suspicious vessels anchoring in Dutch waters, to avoid the search of our cruizers, most of the port dues fall to their lot.

A brisk trade, principally in palm oil, is carried on along the coast between Great Benby and Ivory Town by the British merchants, who I hear send out annually about twenty brigs of 250 tons burden.

Good stock may be had at Adda, Accra, and Jelli Coffee, with facility, and at a very reasonable price. At the latter place, sheep weighing 15 lbs. are bought at 2 dollars, ducks and fowls six for a dollar, and turkeys from 7 to 11 lbs., 1 to 1½ dollar each.

On account of the wars that have raged so long, all the oil was not collected last year, the exports from Lagos being considerably below the average, amounting only to 3,865 tons of palm oil, 2,618 lbs. of ivory, 1,303 bales or 153,754 lbs. of cotton. 1,200 tons of oil were collected at Palma, and about the same quantity at Badagry. This year, however, I am happy to say, the palm oil from Lagos has increased, and the season promises to be remarkably good. Great quantities of oil are regularly sent home by the mail-packets.

The cotton trade is increasing very rapidly at Lagos in spite of the wars, but the want of some person with a knowledge of the growth, &c., of this most useful article is greatly felt, and would tend much to improve its quantity as well as increase the returns.

The Lagos trade comes chiefly from the direction of Porto Novo and Badagry to the westward; from Abbeokuta and its river, the Ogun, to the northward and north-westward; from the town of Ibadan to the north-eastward; and finally to the eastward of Lagos, from the Jaboo country. Commander Beamish's Journal to the 30th June last gives a full and very interesting account on this subject.

Supplies of beef, yams, corn, vegetables, and fowls would be good at Lagos were it not for the present unsettled state of the country. Beef is 7d. per lb., and yams 2d.

South Division.

Although slaves have been more than usually plentiful, I am happy to say, owing to the circumstances already explained, the Slave Trade from this portion of the coast, so far as relates to the export of slaves, has materially decreased.

The few suspicious vessels seen on the South Division during the past twelve months has been subject of general remark, while to the slave-dealers a matter of considerable loss, not only on account of the number of slaves they have had on hand with no opportunity of shipping them, but also that a greater number of vessels have been captured by our cruizers in proportion to those that are said to have got away.

The fact that during the "Torch's" visit to Punta da Lenha in June last, the master and several of the crew of the brig captured by that vessel in the previous March were met with, proves the scarcity of slave-vessels.

The Congo still continues to be the inexhaustible source of this inhuman Traffic, the slaves being brought down from the upper countries by water-carriage, and shipped principally at the undermentioned places, viz. :—

North of the Congo.—Banda Point, Landano, Black Point, Cabenda, and Vista.

In the Congo.—Punta da Lenha, Bullock Island, and Bullembumba.

South of the Congo.—Mangue Grande, Mecula, Moanda, Kilcongo, Ambrizette, and Bahia Funda.

Cabenda, the Congo, and its immediate neighbourhood, are, however, more generally employed for this purpose.

Slaves, I hear, are still continued to be shipped from Cape Lopez to the Island of St. Thomas, in small coasting vessels, but I do not think it is carried on to any great extent.

In consequence of this and the so-called free emigration from Loanda, also the fact that the Portuguese schooner "*Mondego*" is said to be employed in taking slaves from Whydah to that island, I have ordered a cruizer ("Wrangler") to proceed to St. Thomas for the purpose of gaining information on the matter as to whether these negroes are actually required for and employed on the island, or whether St. Thomas is simply a sort of halfway house between Africa and the

Western ports. I have not yet had time to receive Commander Beamish's report.

A suspicious vessel was on the coast to the southward of St. Paul de Loanda the end of last year, endeavouring to procure a cargo of slaves, but I do not think she succeeded.

This part of the station has been visited by the "Arrogant," Alecto" (twice), and "Philomel" during the past twelve months, but no indication of any slaving was discovered, and I certainly do not think that much exists, although it is said that slaves are shipped in small numbers whenever a favourable opportunity offers, at Equimina Bay, by a Senhor Ignasio, and who carries on a considerable trade in rum, employing about 800 slaves.

At Benguela, also, slaving is supposed to be carried on at times; there certainly appears not to be sufficient legal trade to account for the prosperous appearance of this town. The natives are here more intelligent than those generally met with on this part of the coast.

The Slave Trade, as stated in former Reports, is conducted by agents mostly Portuguese, who are stationed at various points, and deal with the native brokers, Punta da Lenha, about twenty-six miles up the Congo, being still the head-quarters of this nefarious Traffic. It is there that all the arrangements are made for shipping, such as laying the slave-deck, filling up with water, and in some cases even taking on board the slaves; here also vessels often change hands, as well as Captains.

Punta da Lenha is a mere assemblage of factories built on piles, a dense bush coming down to within fifty yards in the rear of the houses. The last time the "Arrogant's" boats visited this place (in July), there were nine Portuguese factories, one Dutch, one American, and only one English, belonging to Messrs. Tobin and Sons of Liverpool.

The natives around are remarkably lawless, so much so that our own merchants have been frequently maltreated, and, as we are not able to afford them protection, are removing their business elsewhere.

As the legal trade from this point is very inconsiderable, and certainly not sufficient to keep up so many factories, it is only reasonable to suppose that these nine Portuguese firms, must be interested in fostering the Slave Trade; and it is a noticeable fact, that in many parts of Africa when there is not much commerce, merchants derive a great part of their profits directly from the Slave Trade and intestine wars: for, if a slave is to be bought, the dealer goes to the merchant; and it is also well known from what quarter these commodities and the hard cash are derived.

The usual price of a slave on the South Coast is twenty dollars. Those procured at Kilongo are said to be most sought after in Cuba.

It is worthy of remark that the last cargoes taken have been found to consist almost entirely of children, thereby showing that slaves are furnished as much by barter (with their parents) as from prisoners taken in battle.

I find, from information received from the crew of the "Zebra's" prize, that two more vessels had sailed from one of the north-east ports of Cuba, at the same time that she did for this part of the coast.

French Emigration.—The purchase of negroes under this head, I am told, ceased on the 30th of June last on the West Coast. The following particulars will give you some idea how extensively the system has been carried on.

Four hundred negroes were shipped in November 1861 from Loango, and there were 300 at that depôt the following month.

About the end of February last there were 600 emigrants at the depôt at the Bananas, River Congo; 200 at Embomma, the great slave-market in the interior, about thirty miles from Punta da Lenha; and 200 at Loango: in all 1000 emigrants.

Commander Smith, of Her Majesty's ship "Torch," visited the depôt at Bananas on the 20th of May, where he was very cordially received and shown over the establishment. He reports the "Ville d'Aigues Mortes" having sailed with a large number in the early part of April; they (the emigrants) appeared to be well looked after and cheerful. I am informed the Agents pay about the value of from thirty to forty dollars for each emigrant.

This scheme, by keeping up a regular market in the interior, has, beyond a doubt, tended towards the increase of the Slave Trade, for the negroes who are rejected by the French Agents are available to be bought up by the slave-dealers at a reduced price.

The so-called free emigration to St. Thomas's, from St. Paul's de Loanda, is

still being carried on, under the protection of passports signed by the Governor-General of the Province of Angola.

This has already been made the subject of special communication, and is a question that, I imagine, can only be settled by the respective Home Governments. I have, however, left no opportunity of remonstrating with his Excellency; and I am happy to find that the English Directors of the Portuguese mail-boats having strongly objected to it, those vessels will no longer assist in the transport of the negroes.

The annexed List (Inclosure 3), which was kindly furnished me by Mr. Gabriel, Her Majesty's Commissioner at Loanda, shows that so many as 881 of these Africans were shipped between the 2nd October, 1861, and the 17th April, 1862, whether under compulsion or of their own free will is a matter of doubt which calls for an explanation from the Portuguese Government.

Commander Raby, of the "Alecto," reports having visited the "Tarugo Secundo," with 30 of these people on board, on the 11th December last. They were all dressed alike, and their passports in the Captain's charge.

Legal Trade.—The frequent lawless and piratical acts committed by the natives in the Congo have compelled Mr. Meecham, agent to Messrs. Tobin and Sons, of Liverpool, to remove elsewhere; and Mr. Hough, of the firm of Hatton and Cookson, has by this time, no doubt, followed. I find also that the American house has been broken up, and the agent joined the slave-establishment at Moanda; so the river is now left entirely in the hands of the slave-dealers as far as we are concerned.

Only so recently as last month one of the "Espoir's" boats, on her way to Punta da Lenha, was fired upon when off Bullock Island by a boat and several canoes, full of blacks; and for some time past it has been unsafe for the traders' launches to go up and down the river, the natives always attacking them if in sufficient force to do so, when the Cabenda crew are murdered without hesitation, and the boats pillaged, each boat thus captured being made use of to increase their force.

The Dutch factory at Bananas is, I believe, the only really legal house in the Congo, and being close to the entrance of the river is less liable to the molestation of the natives, and at the same time in a better position to command the protection of men-of-war.

I feel certain, in the course of a short time, when the Slave Trade will have become a more hazardous speculation, in consequence of the increased powers possessed by our cruisers by the recent Treaty with America, that a very good palm-oil trade might easily be established at Bananas. At present, however, I think it would be of little use to do so.

The English and Dutch factories established last year at Chincoxo and Landano, to the northward of the Congo, are, I am happy to say, doing well.

At Loango, now that the French Emigration Dépôt has been closed, no doubt the trade in ivory, wax, copper, gum, &c., will soon revive.

At Kinsembo there are several European factories, including two English, and it is getting a place of considerable importance. I visited it in May last. The chief articles of commerce are ivory, gum, ground nuts, hides, bees' wax, coffee and copper in small quantities; it has also a good supply of stock and vegetables; also bullocks: but unfortunately it labours under the serious disadvantage of a bad landing.

The copper mines at Cuio, south of St. Paul's de Loanda, are doing very well indeed, and quite a settlement has been formed in consequence. The "Alecto" visited this place on the 1st of November last year. Commander Raby reports that the mines are situated four miles inland, and that so much as seven tons of ore are sent down to the beach daily, containing on an average about 25 per cent. of copper. Since then Senhor Flores has had machinery out from England which has greatly facilitated the working of the mines, and increased the returns.

In concluding this Report, it must be evident to all that, however much the exertions of our cruisers may hamper the operations of the slave-dealers, as long as the demand exists, and the Spanish authorities are not made to keep faith with us, according to existing Treaty, slaves will always find their way across, the temptation being so great and the remuneration certain. I, however, anticipate great results from our Treaty with America.

Inclosure 1 in No. 124.

RETURN of Slavers Captured by Her Majesty's Cruisers on the West Coast of Africa, between the 1st October, 1861, and the 30th September, 1862, of which information has been received.

Date of Sailing from last Port.	The Vessels					Intended		By what Ship Captured.	Captured.		Remarks.
	Name.	Nation.	Rig.	Tonnage.	Owners.	Cargo.	Place of Shipment.		Date.	Place.	
Canaries, for Congo in May 1861	Lyra ...	No colours	Barque	By information from the Foreign Office, 217, but is much larger	Not known	Slaves: 690 males — 500 females — 890	Shipped at Ponta da Leuba, River Congo, October 27, 1861	Ranger	1861 Oct. 29	At sea, about 60 miles due west of Mangue Grande, lat. 6° 46' S., long. 12° 38' E., on her way to Cuba	This vessel, at the time of capture, had no papers or colours, although she had hoisted the American flag before. She was seen by the "Alecto," at Ponta da Leuba, on the 10th October, 1861, and boarded by the "Philonel," about a week before her capture. The "Lyra" was sent to St. Helena for adjudication. The slaves intended for the "Lyra" were shipped in this vessel.
Not known ...	Not known	No colours	Schooner	175	Not known	Slaves: 411 males — 100 females — 511	Shipped in the Congo	Ranger	1862 Jan. 1	Cruising between Annaberg and the Cape, lat. 6° 46' S., long. 12° 38' E., 61 miles	Slavery abolished in this vessel. Sent to St. Helena for adjudication. No deaths occurred before the negroes were landed.
Not known ...	Not known	No colours	Brig.	About 207	Not known	Fully equipped for the Slave Trade, and slave provisions on board	Mangue Grande	Torch	March 4	At sea; lat. 6° 47' S., long. 11° 50' E.	Is supposed to be the Portuguese vessel "San Philippe," direct from the Mediterranean.
New York 1st December, 1861, and touched at Campechy in Mexico	Not known	No colours	Barque	300	Not known	Slave cargo	Black Point, on 28th March, 1862	Giffon	March 27	Off Black Point, lat. 6° 0' S., long. 11° 43' E.	This vessel was for adjudication, being fully equipped for the Slave Trade. She received her slaves to Ponta Rico. This vessel received part of her slave-cargo at Campechy in Mexico.
Not known ...	Not known	No colours	Schooner	About 70	Not known	Slave cargo	Not known	Giffon	March 27	Off Black Point, lat. 6° 0' S., long. 11° 43' E.	Fully equipped for the Slave Trade, with coppers on board. This vessel was deserted by her crew, and being unseaworthy was surveyed, measured, and burnt. The anchor and pig of ballast, &c., was sent to St. Helena for adjudication.
Not known ...	Not known	No colours (deserted)	Barque	610	Not known	None	Rio Nunez	Flying Fish	April 18	Rio Nunez	This vessel was deserted, and had a slave-deck partially laid, with loose planks on board to complete it; and in consequence of her being on shore, in a position that would take some days to get her off, the crew thought desirable to risk the health of the crew. The vessel was condemned at Sierra Leone, on the 13th June, 1862.
Fitted at some port in Cuba, date not known	Not known	No colours	Brigantine	117	Not known	Slaves: 413 males — 145 females — 558	Supposed to have shipped at Moanda, about 30 miles from the French factory at Banana, River Congo	Antelope	June 3	Off Cabenda	This vessel was bound to Cuba; owing to her being fearfully crowded, 277 of the negroes were put on board the "Antelope." Sent to St. Helena for adjudication. Nine deaths on voyage.
											This vessel was boarded by the "Alecto," on the 4th February, 1862, off Amuriz, and by the "Torch," on the 19th April, 1862.
											Is supposed to be the Portuguese brigantine called the "Antelope," formerly employed in conveying slaves, and called from St. Paul de Loanda to the island of St. Thomas.

Return of Slavers captured by Her Majesty's Cruisers, &c.—continued.

Date of Sailing from last Port.	The V. sse's					Intended		By what Ship Captured.	Captured.		Remarks.
	Name.	Nation.	Rig.	Tonnage.	Owners.	Cargo.	Place of Shipment.		Date.	Place.	
Sailed from Matanzas about 11th end of January 1862, 11½ days before taken	Concepcio	No colours	Fore-and-aft schooner	About 110 to 120	Not known; master, Pedro Juan Coyo	Slaves: 913 males 82 females 995	Shipped at Mangue Grande	Wye	1862 June 25	At sea, about 20 miles south of Congo, lat. 6° 2' S., long. 13° 15' E.	This vessel had no colours or papers. She shipped on the day of capture, and was sent to St. Helena for adjudication. The "Concepcio" was well fitted and found, had a crew of 19 men, and was bound to Cuba. The slaves were healthy. She would have taken about 100 more, but could not on account of the rollers, two canoes having been swamped and several of the negroes drowned. The vessel had been captured by the Galias from Matanzas, and remained six days in the hope of getting slaves, but there not being sufficient procurable without a longer stay, and hearing that intelligence of her presence had reached Sierra Leone, and that a cruiser would likely come to look for her, she proceeded direct to Mangue Grande, where she arrived on the 24th June, the day before shipping. The captain had been sixteen times on the coast for slaves since 1838, chiefly to the bight of Benue, the supercargo and his crew and four or five men on the deck, when captured every time he has attempted to ship.
Havana, date not known	Not known	No colours	Brig	About 270	Not known	Slave provisions	Congo	Dart	July 11	About 4 hours' sail from St. Paul de Loanda, lat. 8° 20' S., long. 13° 45' E.	This vessel having a slave-deck laid and no papers or colours, was taken possession of, and being very leaky, with 4 feet of water in the hold, was surveyed, measured, and burnt. One Antonio Avera, the mate, was in charge of the ship, and stated that the captain and supercargo had landed in the neighbourhood of Ambriz on their way to the Congo; that they were to have run into the river, and then to have proceeded to St. Helena for adjudication. The crew consisted of 17 Spaniards and Portuguese. The master (a Portuguese) stated that he had been backwards and forwards for the last twenty years; that this is the sixth time he has been taken, having escaped five times.
Cadix, May 16, 1862	Not known	No colours	Barque	260	Not known	Slave provisions	Mecula	Esper	July 22	At sea; lat. 6° 45' S., long. 13° 25' E.	This vessel is supposed to have formerly sailed under the name of "Traviata."
Cadix	Clarissa	At first hoisted the American flag, but afterwards destroyed papers and colours	Barque	251	Name not known; of New York; master, Gillingham	None	Not known	Torch	July 25	Punta da Lenha, River Congo	A vessel partially equipped for the Slave Trade. No register and without a clearance from Ambriz, and other papers incriminating her in the trade. She was taken by the American barque, the "Clarissa," was boarded by the "Ranger," on the 23rd May, and by the "Arrogant," on the 10th July, 1862, off the Congo.
Not known	Not known	No colours	Cutter	78	Not known	Slaves: 161 males 42 females 203	Shipped at Cabenda	Antelope	Aug. 4	Cabenda	This vessel was captured in consequence of information received from a native. She was fitted out at Cabenda, by the American barque called the "Joshua Bagdon." The captain of the barque was very insolent to the Commander of the Antelope when boarding her ship, and refused to furnish him with the names of the slaves and papers or colours, and to Havana, and so unseaworthy that she was surveyed and destroyed, and the negroes taken to St. Helena in the "Antelope."

Return of Slavers captured by Her Majesty's Cruisers, &c.,—continued.

Date of Sailing from last Port.	The Vessel's					Intended		By what Ship Captured.	Captured.		Remarks.
	Name.	Nation.	Rig.	Tonnage.	Owners.	Cargo.	Place of Shipment.		Date.	Place.	
Not known	Not known	No colours ...	Schooner ...	About 80	Not known	Had about 150 slaves on board, of which some were drowned and the rest escaped into the bush	Shipped in the Congo	Mullet	1862 Aug. 9	Destroyed at Point Padron	This vessel, whilst being chased, was run on shore in the surf and broke up, several of the crew were drowned; some were saved by the "Mullet," which was then captured, and the remainder escaped into the bush.
Sailed from one of the north-east ports of Cuba, date not known	Not known	No colours ...	Schooner ...	About 130	Not known; master, Antonio Flores	Rice, aguardiente, and slave provisions	Not known, but I believe at Kiongo	Zebra ...	Aug. 27	At sea, 80 miles west of Black Point; lat. 40° 32' S., long. 10° 36' E.	This vessel was detained, being fully equipped for the Slave Trade. In consequence of being rotten and unseaworthy, a survey was held, and the schooner measured and destroyed. She was American clipper built, and had been waiting twenty days for her slaves. She had a crew of nine Spaniards. Supposed to be the "Volador," from the statement of one of the crew.
Cleared from New York and the Havana	Not known	No colours ...	Top-sail Schooner	About 180	Not known	A regular slave cargo of rice, beans, jerked beef, and water	Whydah	Griffin	Sept. 23	Off Jackin	A vessel fully equipped for the Slave Trade. Was only built two years ago at Barcelona, and is a beautiful model. She was captured at the rate of 90 hours, the "Griffin" being at the rate of 94-10 knots the whole of the time, and was only saved to when a shell was fired at her, after several shots to prevent her from running on shore, which she was endeavouring to do. Sent to Lagos for adjudication and condemned. Supposed to be the "Catalina."
					Total	2,457 slaves.					
						8,262					

From October 1, 1861, to September 30, 1862, 2,457 human beings have been released from slavery, and 15 vessels captured, capable of conveying 8,262 slaves, including the number emancipated by Her Majesty's cruisers.

"Arrogant," at Sierra Leone, October 22, 1862.

(Signed)

W. EDMONSTONE, Commodore and Senior Officer.

Inclosure 2 in No. 124.

RETURN of Vessels which are said to have escaped with Slaves from the West Coast of Africa, between October 1, 1861, and September 30, 1862.

Date of Sailing from last Port.	The Vessel's					Place where Slaves were Shipped.	Date of Shipment.	Remarks.
	Name.	Nation.	Rig.	Tons.	Owner.			
From the Havana, date not known	Fleet Eagle -	American	Barque	331	Not known -	Congo -	October 1861.	
New York, April 4, 1861	Ocean Belle alias Olivia Smith	American	Hermaphro- dite brig	208	Abranches and Co.	Congo -	October 1861.	
Teneniffe, Sept. 1, 1861	Thos. Achorn -	American	Hermaphro- dite brig	250	T. W. Berry, of Bangor	Whydah -	November 27, 1861	During the "Griffon's" absence in the Volta the slaves were shipped by D. Cavalho, and is since reported to have been captured off the coast of Cuba by a Spanish man-of-war. The "Thomas Achorn" was boarded by the "Griffon" on the 19th October, and 8th November, 1861. This is the same vessel captured by the United States' gun-boat "Mystic" in June 1860.
Bahia, date not known -	Paqueta de Porto Nova	Portuguese	Cutter	72	Not known; master, Antonio McConie	Whydah -	About the middle of December 1861	This vessel was shipped by Domingo Martinez, at Whydah, on December 20, 1861.
Not known -	Sophia -	Portuguese	Brig -	Not known	Not known -	Congo -	February 1, 1862 -	This vessel sailed on December 5, 1861, from St. Paul's de Loanda, with 39 of the so-called free labourers, for St. Thomas.
Belonging to Baltimore, sailed from Bahia, date not known	Seamew -	American	Fore-and-aft schooner	99	Kirkland, Clear and Co.	Whydah -	March 1862 -	This vessel landed her cargo at Porto Novo, at cost price, when the slaves were shipped by Domingo Martinez. She was boarded by the "Griffon" on December 4, 1861, at the Jelli Coffee. The "Seamew" is again on the coast as the "Paragausi" 21, under Brazilian colours, and was boarded by the "Griffon" off Appi Vista, on July 23, 1862.
New York, Jan. 22, 1862	Noc Daqui or No é de Aqui	Spanish	Steamer pro- peller	Not known	Not known -	Whydah -	March 25, 1862 -	I have most reliable information of this vessel having got off.
Not known -	Louisa -	Not known	Schooner -	Not known	Not known -	Aligator Point, River Bramiah	April 12, 1862 -	The slaves were shipped by M. P. Gataico of the Bramiah.
Not known	Not known -	Spanish -	Schooner -	About 100	Not known -	Debreoka River -	April 12, 1862.	
Not known	Not known	American	Barque -	273	Not known -	Whydah -	April 26, 1862 -	
Liverpool, August 1861	Lady Abercromby -	British -	Schooner -	60	Mr. Jaxton or Lyton, of Liverpool	Moanda -	About July 31, 1862	The "Elizabeth" was boarded by the "Wye," on the 17th March, 1862, at Lagos.
Not known -	Paqueta de Mossamedes	Portuguese	Schooner -	60	Not known -	A little to the north- ward of the Congo	August 20, 1862.	This vessel is strongly supposed to be the "Elizabeth," This is not the vessel captured by the "Antelope," on the 4th August, 1862, as it has been supposed.
							5,810	

"Arrogant," Sierra Leone, October 22, 1862.

From October 1, 1861, to September 30, 1862, 12 vessels escaped, having on board 5,810 slaves.
(Signed)

W. EDMONSTONE, Commodore and Senior Officer.

Inclosure 3 in No. 124.

A LIST of Vessels which have sailed from the Port of Loanda for St. Thomas, between October 1, 1861, and April 30, 1862.

Date.	Name.	Rig.	Captain.	Number of			Total.
				Slaves.	Libertos.	Free Negroes.	
1861							
Oct. 2	D. Antonia..	.. Steamer	.. A. J. Ramalho	..	10	52	62
" 3	Andorinha do Tejo	.. Brig ..	.. E. A. Pereira	.. 10	..	12	22
" 21	Zaire ..	.. Steamer	.. C. C. de P. Ferreira	.. 2	8	79	89
Dec. 6	D. Pedro ..	.. Ditto ..	.. J. P. Leitão	..	10	70	80
" 8	Tarrugo Secundo	.. Brigantine	.. J. de O. Franco	..	10	20	30
" 10	Sofia ..	.. Brig ..	.. A. Netto	..	10	25	35
" 25	Liberdade ..	.. Brigantine	.. J. A. Esteves	.. 10	..	21	31
1862							
Jan. 8	Estaphania..	.. Steamer	.. T. A. d'Oliveira	..	..	118	118
" 16	Quinta de Pontevel	.. Brigantine	.. J. M. de Camara	.. 10	..	20	30
Feb. 2	D. Antonia..	.. Steamer	.. A. J. Ramalho	.. 10	..	113	123
March 8	Clé ..	.. Brigantine	.. M. G. dos Santos	.. 8	2	31	41
" 14	Africa ..	.. Steamer	.. J. T. Caiada	.. 10	..	105	115
" 29	Zaire ..	.. Ditto ..	.. J. M. de Branco	..	10	32	42
April 17	Liberdade ..	.. Brigantine	.. J. A. Esteves	.. 10	..	53	63
				70	60	751	881

(Signed) W. EDMONSTONE, *Commodore and Senior Officer.*

EAST COAST OF AFRICA STATION.

No. 125.

*Lieutenant McHardy to Captain Philips.**"Penguin," tender to "Narcissus," Pomony Harbour,
August 15, 1861.*

Sir,

I HAVE the honour to inform you that on the 24th June, when twelve miles south fifty-six east of Quirimba Island, I boarded a dhow with Portuguese colours; she had on board 11 slaves (3 of them children), who were navigating the dhow (no other crew on board). I found in her two pair of slave irons; and this circumstance, and that the captain, whose name was on her papers, was not on board, induced me to seize her as a vessel engaged, or having been engaged, in the illicit Traffic of Slaves.

The vessel not being fit to make a voyage to any port of adjudication, measured her and then scuttled her.

During our stay at Rovooma Bay, 8 of the slaves ran, leaving the three children on board.

I have, &c.
(Signed) J. G. McHARDY.

No. 126.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

Sir,

"Narcissus," Simon's Bay, November 20, 1861.

I REQUEST you will lay before my Lords Commissioners of the Admiralty the half-yearly Reports from the Commanders of Her Majesty's cruisers named in the margin, on Slave Trade on the East Coast of Africa, for the period between the 1st January and 30th June, 1861, together with the accompanying abstract of slave-vessels captured and slaves emancipated.

From these documents it will be seen that the Slave Trade is still most actively carried on, more particularly by the northern Arab vessels which come down from the Red Sea and Persian Gulf with the last of the north-east monsoon, in the months of January, February, and March, and return again at the commencement of the south-west winds, in April, freighted with human beings. I believe that forty or fifty of these craft pass and call at Zanzibar annually, on their way to the rivers and ports in Africa, where they kidnap the natives, commit all sorts of ravages and depredations, to the annihilation of legitimate commerce, and carry off every year upwards of 10,000 negroes of both sexes into slavery. These vessels belong to the independent and piratical Chiefs on the coasts of Arabia, and they defy the present weak and corrupt Government of the Sultan of Zanzibar with the greatest impunity.

This year, however, I am glad to observe that they have received a severe check, by the prompt and salutary measures of Commander Oldfield, who I learn, at the request of the Sultan, burnt several of their vessels at Zanzibar, and destroyed others in that neighbourhood, numbering altogether eighteen, which have been duly condemned in the Vice-Admiralty Court at the Cape of Good Hope. The "Sidon" also seized seven vessels on that coast, which were adjudicated at Mauritius.

It is estimated that each dhow will take from 100 to 300 slaves, which shows the fearful extent to which this abominable and depopulating Traffic is carried on

by this means alone. I purpose to have the coast, both north and south of Zanzibar, rigorously watched in the ensuing season, and to endeavour to stop the vile proceedings of these maritime Arab tribes.

Some of these tribes have located themselves at different places on the coast of Africa and at the Comoro Islands, between which and Madagascar they carry on a considerable Slave Trade in connection with the French and Portuguese, by native vessels and dhows, several of which have been intercepted. And it is from these sources that the Spanish vessels, Brazilian, and those of distant slave-trading nations obtain their cargoes, at dépôts formed in some of the western ports of Madagascar; and I have reason to believe that although only one Spanish vessel was captured by the "Persian" in January last, yet several others have escaped, probably in consequence of the limited number of cruisers in the Mozambique, which, from a variety of causes, was unavoidable.

Had not the disturbed state of the Colony of Natal, together with other circumstances, prevented it, I should have visited the East Coast of Africa in my flag-ship, and strengthened the squadron for a short period. I trust, however, to give their Lordships a more satisfactory account of the exertions of the cruisers on that division in my next half-yearly Report. The several ships' companies, by my latest accounts, were healthy.

In conclusion, I beg to observe that from all the information received, I learn that the so-called French emigration of negroes from the East Coast of Africa is carried on with as much vigour as ever.

I purpose to visit the West Coast of Africa early in the ensuing year, and hope to be enabled to furnish their Lordships with a Report of the Slave Trade on that part of my station. I have just learnt that all the American vessels of war have quitted that coast to return to the States.

I have, &c.
(Signed) B. W. WALKER.

Inclosure 1 in No. 126.

Report on Slave Trade by Captain de Horsey.

HER Majesty's ship under my command having been employed about the Cape of Good Hope during the past half-year, I have at present no observations to make upon the Slave Trade, as required by the instructions for the suppression of the Slave Trade.

(Signed) A. J. R. DE HORSEY, *Captain.*

"*Brisk,*" at Sea, June 30, 1861.

Inclosure 2 in No. 126.

Report on Slave Trade by Commander Oldfield.

DURING the months of December, January, and February, dhows, the property of Arabs from the piratical coast in the Persian Gulf, to the number of 100 or upwards, visited Zanzibar, and by the end of March had obtained possession, by theft and purchase, of slaves to the number of 4,000.

2. Between the 10th and 20th of March, the wind having set in from the southward, a fleet of some 15 or 20 of these northern dhows, with some 1,000 or 1,500 slaves on board, started on their return north.

3. Between the 20th of March and 20th of April, during which time Her Majesty's ship "Lyra" was at or in the vicinity of Zanzibar, 1,500 or 1,800 slaves were shipped, and, in most part, for the Persian Gulf; and had it not been for the exertions of Her Majesty's Political Agent, Lieutenant-Colonel Rigby, together with the presence of the "Lyra," 1,500 more would have been shipped.

4. Of the last 1,500 or 1,800 slaves shipped, 350 to 450 were in dhows, the property of Arabs from the coasts of Madagoza and Somali.

5. By the 20th of April the fleet of dhows from the Persian Gulf, with only five or six exceptions, was seen by the "Lyra" out of Zanzibar harbour, and north of the Pemba Channel, the strength of wind and current preventing their return until the change of monsoon, namely, about November. The exceptions referred to were in the River Tonga, namely, about twenty-five to thirty miles south of Wasseen, and could not be reached by the boats of the "Lyra," although they attempted to reach them, stress of weather causing the failure. The number of slaves on board these five or six dhows was about 300.

6. The number of these northern dhows that went away empty was about forty-six or fifty, and the number of full seizures made by the "Lyra" was four, and fourteen empty.

7. The practice of piratical dhows coming from the Persian Gulf to Zanzibar is a yearly one, and when *en route* the ports south of Lamoo are visited for the same purpose as Zanzibar. Those that succeed *en route* South form a dépôt at a port south of the one of their success until their return visit.

8. On their arrival at Zanzibar they commit theft and murder without fear of punishment, both one and the other being carried on with the knowledge, and, in many cases, connivance, of the highest of the officers of His Highness the Sultan. In proof thereof Her Majesty's Political Agent can give many instances.

9. His Highness the Sultan is in such fear of these Northern Arabs that on their demand he annually

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dispenses a sum to the amount of 15,000 and 25,000 dollars. As an instance of their effrontery, on the 8th of March last a number of Beni-Boo-Ali Arabs assembled around the American Consulate; they severely wounded four servants of the Consulate, and locked the Consul in his house and blockaded it all day. Other Northern Arabs at the same time went through the town brandishing drawn swords, and calling out that they wanted the blood of a white man; and it was only after paying a sum of 500 dollars to the Sheik of the party that the blockade of the Consulate was withdrawn. On more than one occasion has Her Majesty's Political Agent been compelled to seek the aid of His Highness' soldiers to insure his life and property from the attack or insult of these Northern pirates.

10. On the setting in of the south-west monsoon, namely, about the middle of April, dhows, in most part the property of the Zanzibar Arabs, run cargoes of slaves to Lamoo and to the ports north of Zanzibar, which dhows, with very few exceptions, run their cargoes without the sanction of His Highness the Sultan; and, in consequence of having defrauded the Custom-house by passing outside of the Island of Zanzibar, and having no Custom-house clearance, are by His Highness acknowledged as amenable to seizure, being guilty of a breach of the Treaty of 1847, in spirit, if not in letter.

11. To intercept vessels of this description I should have stood off and on the East Coast of Pemba in the "Lyra," and watched Lamoo and its immediate vicinity with the pinnace and gig.

12. Of European vessels, I have been informed that, late in February or early in March, a brig obtained a cargo of slaves from Mungulho. Another vessel, namely, the Spanish brig "*Caridad*," visited the coast between Mozambique and Mombaza between the months of February and March, and, although with nothing seizable on board, was engaged in the Slave Trade, being at that time, and subsequently, employed as a tender and spy by two slave-vessels. One, I have reason to believe, intended to ship her cargo on or off the coast of Madagascar, and the other in the vicinity of Ibo; the duty of this brig being to assist in or arrange the purchase and shipment of slaves, and to find out the cruising-ground of the several cruisers. Such was the employment of the Spanish brig "*Numa*," last year, in connection with the three or four vessels seeking slaves in the vicinity of Zanzibar.

13. The station south of Cape Delgado I have not visited, but know that slaves were plentiful and cheap in February last at Mozambique, and I do not doubt that many were exported from there during the last six months.

14. Into the Comoro Islands I cannot find that many slaves have been imported during the last six months. Into Mayotte very few, if any, have been; the dread of capture by the "Lyra" being such that no Arab will venture to run a cargo for the planters, although they offer tolerably high premiums over and above the ordinary freightage.

15. Towards the end of the monsoon, namely, about September, attempts will be made to run some few slaves to the coasts of Madagoza, Somali, and the Persian Gulf, or, rather, such is the yearly custom, the number averaging between 500 and 1,000.

Inclosure 3 in No. 126.

Commander Stirling to Rear-Admiral Sir B. Walker.

(Extract.)

"*Wasp*," Mauritius, June 30, 1861.

MY visit was limited to that part of the coast of Africa which lies between Mazimba, in latitude 11° 20' south, and Maunbané Point, in latitude 13° south. I found Portuguese influence everywhere prevailing, and their supremacy generally acknowledged; but in some parts the natives, whilst unwillingly admitting their power, yet deny that they have any sort of right to any part of the coast.

The Portuguese have established themselves at intervals all along the coast, and their principal traffic is in slaves, which are shipped at from 25 to 35 dollars a head. Their chief settlement hereabouts is Ibo, which is the seat of Government of a province called the "Isles of Cape Delgado," which extends from Cape Delgado, in the north, to some point between Mozambique and Maunbané Point. This Government is subordinate to that of the Province of Mozambique, where there is a Governor-General. The settlements next in importance seem to be at Point Pangane, the Island of Matemo, and the mouths of the Rivers Coamacomo and Lumbao, to the northward of Ibo: and Point Quisanga, and the Island of Queremba, which is separated from Ibo only at high water, to the southward.

At the time of my visit, there were about 5,000 or 6,000 slaves on this part of the coast, all ready for embarkation.

At Ibo the town swarmed with slaves, and every house had a barracoon attached. No signs of commerce or agriculture presented themselves, and I believe that none exists. The Governor, Major Tito, is said formerly to have been very friendly to the British and hostile to the Slave Trade, but now he certainly countenances the Traffic, if, indeed, he is not himself amassing a fortune by it.

There is also a settlement at Pemba Bay, on the southernmost point, at the entrance of that capacious harbour; but the country around is so sterile that the Portuguese there are entirely dependent on Ibo for supplies, while water can only be procured at a distance, and is very bad, and they are so sickly that there is some likelihood of their abandoning it. Their present practice is to cross the bay in boats, make a foray among the nearest tribes, kidnap as many as they can, and then return to their settlement, where the slaves are kept until dhows arrive from Ibo with provisions, &c.

Inclosure 4 in No. 126.

Captain Crawford to Rear-Admiral Sir B. Walker.

Sir,

"*Sidon*," at Mauritius, June 30, 1861.

WITH reference to Article III, Section 2, of the Instructions for the suppression of the Slave Trade, I have the honour to acquaint you that from my observation, added to the information recently received on the East African Station, the Slave Trade has been particularly active for some time past, and has of late years engrossed nearly the entire attention of the Portuguese in the different settlements of the Mozambique.

The Slave Trade has also, for some time past, been carried on from the chief Portuguese settlements, such as Mozambique, Ibo, Quillimane, Inhambane, &c., by Arab dhows, which ship the slaves in small quantities, at

the places mentioned, for conveyance to the different ports of Madagascar, and to the French settlements at Nos Beh, &c., where the slaves are reshipped to large vessels destined for Cuba.

An Arab dhow, captured by the "Sidon" in February last, with 275 slaves on board, on her way from Mozambique to Madagascar, had a pass from a Mr. Joseph, an assistant to Mr. Sunley, the British Consul at Johanna.

Three vessels, boarded by the "Sidon," carrying slaves were in the possession of passes from Lieutenant-Colonel Rigby, the British Consul at Zanzibar, and one vessel, with 37 slaves, stated to be "passengers" in the pass, was permitted to escape, under the impression that the Consul's pass was a guarantee for not carrying slaves.

I would, therefore, respectfully recommend that the Consuls may be instructed not to grant such passes for the future, which can serve no good purpose, and in some instances have proved detrimental to the suppression of the Slave Trade.

I have, &c.
(Signed) R. B. CRAWFORD.

Inclosure 5 in No. 126.

RETURN of Slave-Vessels Captured on the Eastern Division of the Cape of Good Hope and West Coast of Africa Station, during the Half-year ended June 30, 1861.

Name and Description of Captured Vessel.	Flag under which seized.	Names of Master and Owners of the Vessel.	Tonnage.	Number of Crew.	Date of Seizure.	Where captured.	From.	Bound.	Where Belonging.	Date from last Port.	Name and Rank of Captain, and Name of Capturing Ship.	No. of Slaves Captured.	Where shipped.	Number died before adjudication.	Total number emancipated.	Before what Court Adjudicated, and Sentence.	How the Vessel was disposed of.	Remarks.
Formosa Estrella, barque	Spanish	Magin Freixas, master; Owner not known, of Barcelona	294	6 The rest deserted	1861 Jan. 4	Zanzibar	Barcelona	Not known	Barcelona	1861	Cecil W. Buckley, Commander, Her Majesty's ship "Lyra"	272	Mozambique	...	...	Cape of Good Hope; condemned	...	...
Buwahli, dhow	None	Aboudoo, master; Aboudoo, of Mollila, owner	...	89	Feb. 20	Lat. 18° 43' S. Long. 44° 45' E.	Mozambique	Mollila	Mollila	Feb. 13	Richard B. Crawford, Captain, Her Majesty's ship "Lyra"	272	Mozambique	...	...	Mauritius; condemned	Burnt.	...
Unknown, dhow	None	Owned in Persian Gulf	117	14	Apr. 1	Lat. 6° 7' S. Long. 39° 14' E.	Zanzibar	Persian Gulf	Soori Arabs	Apr. 1	Radolphus B. Oldfield, Commander, Her Majesty's ship "Lyra"	103	...	...	...	Cape of Good Hope; condemned	Destroyed.	...
Ditto	None	Ditto	68½	27	" 3	Lat. 6° 6' 30" S. Long. 39° 14' E.	Ditto	Ditto	Ditto	" 3	Ditto	...	...	2	100	Ditto	Ditto	1 slave ran away.
Ditto	None	Ditto	70½	...	" 6	Lat. 6° 8' S. Long. 39° 14' E.	Ditto	...	Beni Boo Arabs	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	None	Ditto	110½	18	" 8	Lat. 6° 8' S. Long. 39° 14' E.	Ditto	...	Beni Boo Ali Arabs	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	None	...	77½	...	" 11	Lat. 39° 14' 15" E. Long. 39° 14' 15" E.	Zanzibar harbour	...	...	...	Ditto	3	...	...	3	Ditto	Ditto	...
Ditto	None	...	108½	25	" 13	Ditto	Ditto	...	Beni Boo Ali Arabs	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	None	...	99½	18	" 12	Ditto	Ditto	...	Joasme Arabs	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	None	...	102½	15	" 12	Ditto	Ditto	...	Beni Boo Ali Arabs	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	None	...	101½	...	" 13	Ditto	Ditto	...	...	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	None	...	109½	15	" 13	Lat. 5° 14' 30" S. Long. 39° 48' E.	Ditto	...	Soori Arabs	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	None	...	140½	...	" 14	Lat. 5° 14' 30" S. Long. 39° 48' E.	Ditto	...	Ditto	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	None	...	208½	80	" 17	Lat. 4° 39' S. Long. 39° 38' E.	Ditto	...	Ditto	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	None	...	164½	40	" 17	Lat. 4° 38' 25" S. Long. 39° 25' E.	Off Port Durnford	Supposed Persian Gulf	Ditto	Apr. 13	Ditto	7	...	1	6	Ditto	Ditto	...
Ditto	None	...	125	8	" 17	Off Port Durnford	Mombaza	...	...	Apr. 13	Richard B. Crawford, Captain, Her Majesty's ship "Lyra"	60	Mombaza	5	55	Mauritius; condemned	Condemned and destroyed.	...
Ditto	None	...	174	1	" 18	Ditto	Ditto	...	...	" 14	Ditto	111	Ditto	5	106	Ditto	Ditto	...
Ditto	None	...	97	Escaped to the shore	" 19	River Durnford	River Durnford	Port Durnford	...	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	None	...	106	...	" 20	Ditto	Ditto	...	...	...	Ditto	...	...	...	...	Ditto	Ditto	...
Ditto	None	...	89	...	" 21	Ditto	Ditto	...	...	...	Ditto	2	...	1	1	Ditto	Ditto	...
Mutsahil, dhow	Arab	...	62	24	" 23	Lat. 1° 13' S. Long. 41° 54' E.	Zanzibar	Aden	Aden	Apr. 19	Ditto	3	Zanzibar	...	...	Ditto	Ditto	...
Bashair, dhow	Arab	Salah Bin Salem, master	148	34	" 23	Lat. 1° 13' S. Long. 41° 54' E.	Ditto	Ditto	Ditto	" 19	Ditto	5	Ditto	...	5	Mauritius	Ditto	...

The particulars of four vessels (dhow) captured by the "Lyra" not received.

SUMMARY.

Vessels captured by "Lyra".	...	18
" " " " "Sidon".	...	7
" " " " "Persian".	...	1
Total	...	26
Slaves captured by "Lyra".	...	113
" " " " "Sidon".	...	463
Total number captured	...	566
Died	...	14
Ran away	...	1
Emancipated	...	15
...	...	561

"Narcisus," in Simon's Bay, November 20, 1861.

(Signed)

B. W. WALKER, Rear-Admiral and Commander-in-chief.

No. 127.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

(Extract.)

"Narcissus," Simon's Bay, December 19, 1861.

I HAVE the honour to forward, for the information of the Lords Commissioners of the Admiralty, Commander Oldfield's Report of his proceedings at Zanzibar in Her Majesty's ship "Lyra," in the months of March and April last, and of the services he had rendered to the Sultan of Zanzibar, at that Sovereign's request, made to him through Her Majesty's Consul, in clearing that port of a number of piratical dhows.

Inclosure 1 in No. 127.

Commander Oldfield to Captain De Horsey.

(Extract.)

"Lyra," Mahé, Seychelles, June 8, 1861.

I HAVE the honour to report my proceedings since my departure from Mahorige Roads on Wednesday, 6th of March.

Saturday, March 9.—Arrived off the entrance of the River Ravooma; found awaiting my arrival Dr. Livingstone in Her Majesty's ship "Pioneer."

Monday, March 11.—Embarked the Lord Bishop of Central Africa and chaplain on board Her Majesty's ship "Pioneer," having previously provisioned and coaled her. Shortly after noon Dr. Livingstone and party proceeded in the "Pioneer" up the river.

Thursday, March 14.—Returned on board, having accompanied Dr. Livingstone as far as twenty-five miles up the river. Great difficulties were experienced in attaining even that short distance in three days. In two places not more than 5 feet water could be obtained in the whole width of the river (the average depth of the river being from 9 feet to 15 feet).

Friday, March 15.—Proceeded for Zanzibar.

Monday, March 18.—After dark anchored off Kivali Island, distant eighteen miles south of the anchorage of Zanzibar. Communicated, without loss of time, by boat with Her Majesty's Consul.

Tuesday, March 19.—Noon, anchored in Zanzibar harbour, moving north to the anchorage of Boobooboo, viz., a distance of six miles, at sunset.

Wednesday, March 20.—Proceeded to sea before daylight, with the intention of visiting the various anchorages as far north as Lamoo, hoping thereby to intercept a great part of a fleet of slave dhows, the property of Arabs from the Persian Gulf, and who had left Zanzibar some few days previous to my arrival there. The number of slaves stated to be contained in the said fleet (of from fifteen to twenty vessels) is supposed to exceed 1,200.

Inclosure No. 2 is a copy of a letter from Her Majesty's Political Agent at Zanzibar, calling, in my opinion, for active measures, "and without loss of time."

Before proceeding to sea I dispatched Lieutenant De Wahl in charge of the pinnace and second whaler, to watch the movements of a Spanish brig lying in the harbour, and to check the export of slaves from the port and its immediate vicinity during my absence.

Sunday, March 31.—Anchored in Zanzibar harbour, having during my twelve days' cruise proceeded no further north than Wasseen, viz., 100 miles; the number of cases of fever amongst the working men of the ship's company rendering a further movement away from Lieutenant De Wahl and the boats unadvisable, notwithstanding I had certain information of four dhows with slaves in being within sail, and easy reach to the northward. During the cruise I made seizure of three slave dhows, as is shown in Inclosures Nos. 2, 9, and 11. Lieutenant Maxwell during the same period, in the pinnace, made a seizure, as is shown in Inclosure No. 10.

Another reason independent of the boats' crews and other working men being more or less ill, the condenser gave out, and with only two tons of water in the ship. Had I, therefore, proceeded north, and having to water with the small means at my disposal, I should not, in all probability, have succeeded in returning to Zanzibar until after the setting in of the south-west monsoon, or, in other words, until after the departure of the larger portion of the fleet of slave-dhows, bound to the Persian Gulf, with (probably) 2,000 slaves on board.

April 15.—Having started from out of Zanzibar harbour, the whole of the dhows, the property of the Northern Arabs, to whom His Highness the Sultan would not give passes of protection (viz., one stating his belief as to their honesty of purpose), I proceeded for Wasseen with the intention of visiting the ports and anchorages south of it, so as to ensure the departure of all suspicious vessels from the coast; as, when once north of Wasseen, the strong monsoon and current insured no return for at least four months, by which time I doubt not but that some man-of-war will be selected to work this division of the station. Lieutenant De Wahl preceded me in charge of the two whalers, having left Zanzibar on the 12th instant.

April 17.—Anchored in Wasseen harbour.

Monday, April 22.—Proceeded for the Seychelles, the health of the ship's company rendering such a step compulsory, a longer stay on the coast being by no means admissible, very heavy rains having set in; and independent of the ship's company, to the number of 25, including the surgeon, suffering from fever and dysentery, the slaves, of whom I had 210 on board, began to complain of bowel complaint, although, on the whole, wonderfully healthy; and were an epidemic, such as dysentery, to break out amongst them, the illness of the surgeon, and the paucity of medicine on board, would have rendered it next to impossible to have assisted them.

I regretted having to leave so suddenly, as, could I have prolonged my stay on the coast another week, I doubt not but I should have succeeded in making seizure of four dhows, with slaves in, south of Wasseen, whatever else I might have done north. Those south Lieutenant Maxwell endeavoured to reach in the pinnace and gig, but was obliged to bear up from stress of weather.

Monday, May 13.—After a tedious passage of twenty-one days, arrived here. I regret to say that during that time, Mr. G. Magee, Gunner, and one petty officer, died from dysentery, and 6 slaves also died from the same disorder.

Wednesday, May 15.—Landed the slaves, the Colonial Government taking charge of the same in conse-

quence of my representing that, for the health of the ship's company, and for the benefit of the service, they should be removed from the ship without delay.

The Inclosures Nos. 12 to 21 inclusive are explanatory of my proceedings in the capture of fourteen slave dhows between the 1st April and 17th April inclusive. Inclosures Nos. 3 to 7 are copies of the correspondence authorizing me to act as I did in the harbour of Zanzibar and its vicinity. Inclosure No. 22 is a detailed account of the two gigs of Her Majesty's ship under my command having been beaten off from a piratical slaver on the 4th April, a circumstance much to be regretted.

To effect the seizures, and to check the shipment of slaves from the port of Zanzibar and its immediate neighbourhood, the boats of the "Lyra" were away both night and day, and most arduously and creditably did the officers and men perform their duties; and although my success was by no means as satisfactory as I could have wished, I don't conscientiously think more could be expected from the small means at my disposal. It being the commencement of the rainy season, heavy rains were at times experienced, and during the day strong breezes, very much stronger than other but long and fast boats could be expected to contend with fast-sailing vessels of the dhow build; and run excessively fast they certainly do.

Inclosure 2 in No. 127.

Lieutenant-Colonel Rigby to Commander Oldfield.

Sir,

Zanzibar, March 19, 1861.

I HAVE the honour to inform you that this harbour is at present full of dhows and bedens belonging to the piratical Arabs of the Persian Gulf, who come here every year at this season, solely for the purpose of stealing children and slaves, which they convey to the Persian Gulf for sale.

2. Thousands of these pirates are at present residing in this town and its environs; they are the terror of the inhabitants; they commit the greatest outrages with impunity; the soldiers of His Highness the Sultan are afraid to interfere with them. Not a day passes without slaves and children being stolen from the inhabitants, and it is estimated that between 5,000 and 6,000 are every year taken north for sale by these pirates.

3. On the 8th instant, a large number of these wretches assembled near the American Consulate, they severely wounded four servants of the Consulate, and then locked the Consul in his house, and blockaded it all day; others went through the town brandishing drawn swords, and calling out that they wanted the blood of a white man.

4. By Article V of the Treaty entered into by all the Maritime Chiefs of the Persian Gulf with the British Government, dated 8th January, 1820, it is agreed that all vessels belonging to subjects of the Chiefs who are parties to the Treaty shall "have in their possession a register, signed with the signature of their Chief, in which shall be the name of the vessel, its length, breadth, and how many karahs it holds; and they shall also have in their possession another writing (port clearance), signed with the signature of their Chief, in which shall be the name of the owner, the name of the nakoda, the number of men, number of arms, from whence sailed, at what time, and to what port bound; and if a British or other vessel meets them, they shall produce the register and the clearance."

5. By Article IX of the same Treaty, it is agreed that "the carrying off of slaves, men, women, or children, from the coast of Africa, or elsewhere, and the transporting them in vessels, is 'plunder' and 'piracy.'"

6. By the terms of an Engagement entered into between Her Majesty and the Maritime Chiefs of the Persian Gulf, dated 30th April, 1847, it is agreed that the cruisers of the British Government shall seize and confiscate any vessels belonging to their respective subjects found exporting slaves from the coast of Africa, or elsewhere, upon any pretext whatever.

7. I consider it very advisable that a British ship of war should remain at this port, or in the neighbourhood, until the pirate Arabs have taken their departure; owing to the winds they must all leave within the next month. Owing to the weakness of the Sultan's Government, all classes of people here are in fear of these pirates, and your presence will tend to restore confidence, and be a great check to the export of slaves by these piratical Arabs.

I have, &c.
(Signed) C. P. RIGBY.

Inclosure 3 in No. 127.

Lieutenant-Colonel Rigby to Commander Oldfield.

Sir,

Zanzibar, April 8, 1861.

I HAVE the honour to inform you that two of the chief Arabs of Zanzibar, by name Sayyid Mahomed bin Salem and Sayyid Hamood, called on me yesterday with a letter from His Highness the Sultan, in which he desires me to consult with them, acting on his behalf, and with full powers from him, respecting the best measures to adopt to get rid of the piratical Arabs who have been committing such outrages and piracies here.

2. It has been agreed between us that all the piratical dhows now in the harbour shall be allowed two days to leave the harbour unmolested, provided they did so in a peaceable manner, and permit the visits of the boats of Her Majesty's ship under your command on arriving outside the harbour, in order to ascertain whether any African slaves are on board.

3. His Highness' Secretary has this morning called upon me with a message from His Highness, stating that he fully approves of the stipulation we have made, but has allowed the piratical Arabs a third day to depart; after which they have been informed they will be treated as "pirates" and "outlaws."

I have, &c.
(Signed) C. P. RIGBY.

Inclosure 4 in No. 127.

Commander Oldfield to Lieutenant-Colonel Rigby.

Sir,

"Lyra," Zanzibar, April 10, 1861.

I HAVE the honour to inform you that the agreement entered into at the solicitation of His Highness the Sultan on the 7th instant, viz., that the Northern Arabs, and other "slave-dealers" and "pirates" from the North, "although guilty of having stolen and brought large numbers of slaves here," "in contradiction to the Treaties made with Her Majesty's Government by His Highness the late Sultan, in October 1845, and by the Chiefs of the Persian Gulf in 1820, 1838, 1839, and 1847," should be allowed three days to leave the port, provided they went away without slaves, nor their vessels fitted for the reception of them, and permitted without opposition, when out of the harbour (Zanzibar), a visit from an officer of Her Majesty's ship under my command, for the purpose of seeing that the terms of the agreement were fulfilled, has on two occasions been broken, viz.:—

2. On the afternoon of the 8th instant, when off Mtony, and outside of this harbour, I was attacked by two dhows; and only after a running fight of some thirty minutes, and killing and wounding some eight or ten of their number, did succeed in boarding one. Her consort, in consequence of the favourable strength and direction of the wind, escaped me.

3. At or about 3 o'clock this morning some six dhows, the property of the Joasmee or Beni Boo Ali Arabs, full of slaves, ran past the boats of Her Majesty's ship under my command, thereby evading being boarded; the strength of the wind prevented the officer enforcing the same.

4. I beg also to bring to your notice the facts that came under your own observation this morning, viz., the detection of slaves on board of two Sooree dhows, the same being brought to the notice of His Highness the Sultan and his officers by yourself. By Articles I and II of the Treaty made by His Highness the late Sultan with Her Majesty's Government in October 1845, His Highness the Sultan is bound to stop such proceedings. I would therefore suggest that you call upon His Highness to fulfil the terms of the said Treaty, and to confiscate the vessels of the said Sooree slave-dealers or pirates. If he is unable to do so in consequence of the firm hold that the Sooree and other Northern slave-dealers and pirates appear to have over him, he should deliver over to me, or authorize me to seize and destroy, the said vessels, and deliver into my keeping, for conveyance to one of Her Majesty's Colonies, the slaves found therein; and if His Highness should deem fit, their crews, for conveyance out of his dominions.

I have, &c.

(Signed) R. B. OLDFIELD.

Inclosure 5 in No. 127.

Lieutenant-Colonel Rigby to Commander Oldfield.

Sir,

Zanzibar, April 11, 1861.

I HAVE the honour to inform you that, during a visit which I paid to His Highness the Sultan, this morning, I complained of the treacherous conduct of the piratical Arabs here in attacking your boat, and in carrying off, during the night, upwards of 500 slaves, after they had entered into a solemn engagement to take their departure quietly within three days, and to peaceably permit their dhows to be boarded by the boats of Her Majesty's ship under your command.

2. His Highness replied, that they are thieves and rogues, and would not attend to the orders he had given; that they should all quit the harbour; and that he therefore "authorized you to seize and destroy all their dhows found in the harbour."

3. I then alluded to the pirate dhows at anchor in the harbour, on board of which you and myself had observed slaves the previous morning, and I desired His Highness to either destroy them himself or hand them over to you, and also to deliver up to you the slaves found on board.

His Highness replied, that he would send the slaves to you for disposal, and that your boats might seize and destroy the two dhows on board of which they were found.

4. An officer of His Highness will attend at the British Consulate, this afternoon, to accompany your boats, to point out the pirate dhows which you are authorized to seize.

I have, &c.

(Signed) C. P. RIGBY.

Inclosure 6 in No. 127.

Commander Oldfield to Lieutenant-Colonel Rigby.

Sir,

"Lyra," Zanzibar, April 13, 1861.

I HAVE the honour to acknowledge the receipt of your letter of the 11th instant, and I beg to inform you of the steps taken by me on receipt thereof and subsequently.

2. Immediately on its receipt I availed myself of the services of your serang, and through him informed the Joasmee and other Northern Arabs of the authority granted me by His Highness the Sultan, and of my intention of acting on it after 8 A.M. on the 12th instant (viz., on the morrow).

3. On the morning of the 12th instant I availed myself of your kindly-offered assistance of an interpreter, and went round and informed each dhow, the property of the Joasmee or other Northern Arabs, that, if she had not quitted the harbour by noon, I should make seizure of her as a piratical slaver, without she could produce proof to the contrary.

4. At 3 P.M. on the 12th instant I seized three dhows, the property of the Joasmee or other Northern Arab pirates, and fitted for the reception and carriage of slaves. Two of the dhows were in the outer, and one in the inner harbour.

5. On the afternoon of the 13th instant (this day), between the hours of 4 and 5, I seized two dhows, the property of Northern Arabs, of what tribe I know not, as their vessels were deserted. Their fittings were those of slavers.

6. The whole of these five seizures I have destroyed by fire.

7. His Highness the Sultan sent an officer with me to point out such of the Joasmee or other Northern Arabs to whom he had given protection. These dhows were not interfered with (not visited).

8. I should like the purport of this letter conveyed to His Highness, so that if my proceedings have exceeded his wishes, I may have the same made known to me previous to my departure on the 15th instant.

I have, &c.
(Signed) R. B. OLDFIELD.

Inclosure 7 in No. 127.

Lieutenant-Colonel Rigby to Commander Oldfield.

Sir,

Zanzibar, April 15, 1861.

I HAVE the honour to inform you that in reporting this day your approaching departure from this port to His Highness the Sultan, I communicated to him the wish expressed in the last paragraph of your letter to my address, dated the 13th instant.

I have just received a reply from His Highness, in which he states that he has already in the conversations I have held with him on the subject, conveyed to me his sanction and approval of all that you have done in the harbour of Zanzibar, in its vicinity, and to the northward.

I have, &c.
(Signed) C. P. RIGBY.

Inclosure 8 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Pungany, March 20, 1861.

I HAVE the honour to inform you that I have this day seized a dhow, name and nation unknown, for being engaged in the Slave Trade. The seizure was made off the north-west end of Zanzibar on the following grounds:—

1. A slave platform 40 feet long, made of rattan.
2. Twenty-four large coarse mats, each mat 14 feet long by $3\frac{1}{2}$ to 4 feet wide.
3. Four large cooking-pots (metal).
4. A number (upwards of 30) of earthenware pots, such as are used for feeding slaves.
5. Twelve large bags of very coarse rice, such only as is used to feed slaves on, also a quantity of dates.

The crew mustered ten men, and were of the Sooree tribe of Arabs.

The dhow being unfitted for a voyage to a port of adjudication was destroyed by scuttling.

I have, &c.
(Signed) R. B. OLDFIELD.

Inclosure 9 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Wasseen Roads, March 23, 1861.

I HAVE the honour to report the seizure of a slave dhow, name and nation unknown, with 99 slaves on board, at 8.30 P.M. yesterday. The seizure took place in latitude $4^{\circ} 46' 30''$ south, longitude $39^{\circ} 30' 30''$ east, viz., thirteen miles south-west by west of the anchorage. In making the seizure in the first whaler I was opposed for some short time with musketry, stones, and heavy missiles, but after succeeding in killing and wounding three of the crew, I took her without further casualty.

The killed and wounded men were Soores. I am, therefore, of opinion that the remainder of the crew whom I allowed to jump overboard and swim on shore were likewise of that tribe of Arabs.

I have, &c.
(Signed) R. B. OLDFIELD.

Inclosure 10 in No. 127.

Lieutenant Maxwell to Commander Oldfield.

Sir,

"Lyra," Zanzibar, March 31, 1861.

ON the evening of the 25th instant, while lying at anchor off the north-west end of Tumbat Island in latitude $5^{\circ} 48'$ south, and longitude $39^{\circ} 11'$ east, I observed a dhow anchor about a quarter of a mile off. I immediately weighed and boarded her; I found her to be a dhow bound for the northward, having on board four slaves from Zanzibar Island. She had neither papers nor colours, and carried slave-fittings. I therefore received the slaves into the pinnace, and finding the dhow not seaworthy destroyed her.

I have, &c.
(Signed) WM. R. MAXWELL.

Inclosure 11 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Tanga Roads, March 27, 1861.

I HAVE the honour to inform you that I have this day seized a dhow, name and nation unknown, for being engaged in the Slave Trade. The seizure was made five miles to seaward of these roads, viz., in latitude 5° 2' south, longitude 39° 21' 30" east on the following grounds:—

1. A slave platform 32 feet long made of rattan.
2. Three large water-tanks.
3. A quantity of coarse matting.
4. Two large cooking pots (metal).
5. A large hearth or cooking range.
6. A quantity (10 bags) of coarse dirty rice, such as is only used in the feeding of slaves.

The crew, consisting of 12 persons, were of the Sooree tribe of Arabs.

The vessel on survey being reported as unfit for a voyage to a port of adjudication, was destroyed by fire.

I have, &c.

(Signed) R. B. OLDFIELD.

Inclosure 12 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Zanzibar, April 2, 1861.

I HAVE the honour to inform you that at 7 P.M., yesterday, I seized, off the west side of Zanzibar (distant about three miles and a-half from the anchorage), in latitude 6° 7' south, and longitude 39° 14' east, a slave-dhow, on the following grounds:—

1. A slave platform made of rattan, 40 feet long.
2. Twenty large coarse mats, 14 feet by 3½ to 4 feet wide.
3. A large cooking-pot, 3 feet in diameter.
4. Three large water-tanks.
5. Twelve or fourteen bags of coarse rice, such only as is used in the feeding of slaves, and a few bags of dates.

The crew consisted of fourteen men, and were of no particular tribe, more than they came from the Persian Gulf.

I have, &c.

(Signed) R. B. OLDFIELD.

Inclosure 13 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Zanzibar, April 4, 1861.

I HAVE the honour to report the seizure of a slave-dhow, name and nation unknown, with 103 slaves on board, at or about 10 P.M. yesterday. The seizure was made off the west side of Zanzibar, in latitude 6° 6' 30" south, longitude 39° 14' east, viz., at about three to four miles north of the anchorage.

The crew, who were landed shortly after their seizure, were of the tribe of Beni Boo Ali Arabs, and numbered twenty-seven.

The dhow has been destroyed by fire, in consequence of being unfitted for a voyage to a port of adjudication, the slaves having been removed to the "Lyra."

I have, &c.

(Signed) R. B. OLDFIELD.

Inclosure 14 in No. 127.

Mr. Parker to Commander Oldfield.

Sir,

"Lyra," Zanzibar," April 6, 1861.

I HAVE the honour to inform you that I have this day, when in command of the second whaler, seized a dhow, name unknown, for being fitted for the Slave Trade.

The seizure was made off the west side of Zanzibar, latitude 6° 6' south, longitude 39° 14' east.

No colours or papers were found on board.

Her fittings were as follows:—

1. A slave deck, 35 feet long, made of rattan.
2. Fifty large cocoa-nut mats, each about 12 feet long by 4 feet wide.
3. A large quantity of dates, cocoa-nuts, calavances, and coarse rice, such only as is used in feeding slaves.
4. Several earthenware pots, such as would be used for feeding slaves.
5. Three large water-tanks.
6. A large hearth with three large pots attached (metal).

The vessel being, by you, considered unfit for a voyage to a port of adjudication, I destroyed her, by your orders, after having taken her measurement, which was as follows:—

Length, inside stem and stern posts, 50 feet; breadth, inside gunwale, 14 feet; depth of hold, 9 feet: poop—length, 15 feet; breadth, 8 feet; depth, 6 feet. Making a total of 70½ tons.

I have, &c.

(Signed) W. C. E. PARKER, *Master's Assistant.*

Inclosure 15 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Zanzibar, April 9, 1861.

I HAVE the honour to report that being in my gig at or about 1.30 P.M., yesterday, off Mtony, distant three to four miles from the anchorage, Zanzibar, I was fired on by two dhows, and after a running fight (at a distance of from ten to seventy yards) of about thirty minutes, I succeeded in running alongside, and carrying one.

Her consort, I regret to say, succeeded in escaping, in consequence of the favourable strength and direction of the wind, but not before I had succeeded in killing and wounding some six or eight of her crew.

The crew, numbering eighteen or twenty, were of the Beni Boo Ali tribe of Arabs, and were allowed to escape on shore by swimming, as I had, at the moment of carrying her, hoped to have secured her consort.

No colours or papers were found on board.

Her fittings as a slaver were as follows:—

1. A slave-deck, upwards of 25 feet long.
2. A quantity of matting.
3. A quantity of coarse rice, such only as is given to slaves.
4. Three large water-tanks.
5. Two large cooking-pots (metal).

The only casualty amongst my gig's crew, although very severely attacked, was Geo. Games, A.B., slightly wounded from a splinter.

On board the dhow, the casualties were two killed and two severely wounded.

I have, &c.

(Signed) R. B. OLDFIELD.

Inclosure 16 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Zanzibar, April 11, 1861.

I HAVE the honour to inform you that His Highness the Sultan, at 4 P.M. this day, delivered into my hands two slave-dhows, one the property of the Sooree, and the other of the Joasmee, or other Northern Arabs, on the grounds that they had been detected with slaves on board in this harbour (Zanzibar) yesterday morning.

The dhows, on being towed alongside, were found with the following fitments on board:—

1. Slave platforms made of rattan; one 32 feet long, and the other 40 feet.
2. A quantity of matting.
3. The one three large tanks and the other four.
4. The one two large metal cooking-pots, and the other three, capable of cooking for eighty and one hundred people respectively.

Her Majesty's Consul and myself observed the slaves on board these dhows on the morning of yesterday at 6.30, and brought the same to the notice of His Highness the Sultan, who sent an officer to make seizure of the dhows, their crews, and the slaves. I regret to say that of the many slaves on board at the time of our first observation of this irregularity, 6 only were discovered by the officer sent by His Highness; and these, together with the vessels, he sent, and requested me to receive and dispose of, as I might consider most in accordance with the spirit of his Treaty with us for the suppression of the Slave Trade.

A public exhibition being by me considered expedient, I destroyed both vessels by fire in the part of the harbour most conspicuous from the quarter of the town inhabited by the Joasmee and the other piratical and slave-dealing Arabs.

I have, &c.

(Signed) R. B. OLDFIELD.

Inclosure 17 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Zanzibar, April 12, 1861.

I HAVE the honour to inform you that in the harbour of Zanzibar, between the hours of 2.30 and 4 P.M. this day, I made seizure of three dhows, the property of certain Northern Arabs, fitted for the Slave Trade.

Their fittings were as follows:—

(No. 1.)

1. A slave platform of rattan 38 feet long.
2. Three very large tanks.
3. A quantity of coarse matting.
4. Two large cooking metal pots capable of cooking for upwards of 100 persons.
5. Twelve bags of coarse rice such as is used in the feeding of slaves.

No colours or papers were found on board. The crew of this vessel numbered 25, and were of the Beni Boo Ali or other Northern Arab tribe.

(No. 2.)

1. A slave platform of rattan 45 feet long.
2. Three large water-tanks.
3. A number (twenty) of earthenware pots such as are used in slave-dhows.
4. Three metal pots capable of cooking for 100 to 150 people.
5. A quantity of coarse matting.

No colours or papers were found on board. The crew numbered 18, and were, I think, of the Joasmee tribe of Arabs.

(No. 3.)

1. A slave platform of rattan 40 feet long.
 2. Four large water-tanks.
 3. A large quantity of matting.
 4. Three large metal cooking pots capable of cooking for 100 to 150 people.
- No papers or colours were found on board. Part of the crew of this vessel deserted; the remainder, numbering 15 were of the Beni Boo Ali or Joasmee tribe of Arabs.

These seizures were made at the request and under the authority of His Highness the Sultan. The crews are detained as prisoners, and will be landed out of His Highness's dominions. These dhows being unfitted for a voyage to the port of adjudication were destroyed by fire.

I have, &c.
(Signed) R. B. OLDFIELD.

Inclosure 18 in No. 127.

Commander Oldfield to Captain Crawford.

Sir, "Lyra," Zanzibar, April 13, 1861.
I HAVE the honour to inform you that, in the harbour of Zanzibar, between the hours of 3 and 4 P.M. this day, I made seizure of two dhows, the property of certain Northern Arabs, fitted for the Slave Trade. Their fittings were as follows :—

(No. 1.)

1. A slave-platform, 25 feet long, made of rattan.
 2. Three water-tanks.
 3. Three large rolls of coarse matting.
 4. Two large cooking-pots, metal, capable of cooking for 100 persons.
- No colours, papers, or crew were found on board. From her build and fitments, I have reason to believe this dhow belongs to the Beni Boo Ali tribe of Arabs.

(No. 2.)

1. A slave-platform, made of rattan, 32 feet long.
 2. A quantity of matting.
- No papers, colours, or crew were found on board. Three large water-tanks, that had been on board the day previous at 3 P.M., when the officer of His Highness the Sultan pointed out her fitments as those of a slaver, were found to have been removed.

I have, &c.
(Signed) R. B. OLDFIELD.

Inclosure 19 in No. 127.

Lieutenant Waby to Commander Oldfield.

Sir, "Lyra," off Chak-chak, April 14, 1861.
IN pursuance of orders from you dated the 11th April, I proceeded in the gig, with a crew of five men and one boy, to search the harbour of Chak-chak, where I found two dhows, one a small Pemba dhow, which I released, and the other a large dhow, entirely fitted for the Slave Trade, manned by a crew of fourteen or fifteen Sooree Arabs, all of whom were armed.

I told them to lay their arms down. Some did so, but the others refused, and seeing a large number of armed men running down to the Point (off which the dhow was anchored), and embarking, I threatened them, and told them I had more men coming in other boats, on which, giving a yell, they attacked us with their swords, and it was not until we had shot four and wounded several, driving the remainder overboard, that we obtained possession. I then immediately towed her out of range of the musketry of the men on shore.

Her fitments were as follows :—

1. Five tanks, full of fresh water, containing at least 3½ tons.
2. Wood placed to form a level deck.
3. Twenty large mats for covering ditto.
4. Two large copper boilers, measuring respectively 2 feet 8 inches in diameter and 1 foot 2 inches in depth; and 2 feet in diameter and 1 foot in depth.
5. A large oven for baking, and an extremely large cooking-range.
6. Thirty or forty bags of negro-rice.
7. Twenty or thirty bags of dates.
8. Ten or fifteen bags of calavances.

Her measurement was as follows :—

Length over all, 73 feet; breadth, extreme, 15 feet; depth of hold, 12 feet.

Poop: length, 18 feet; breadth, 12 feet; depth, 3 feet 6 inches.

During the attack I received a sword-cut on each arm. No other casualties occurred on our side.

I destroyed her in the evening, after searching her thoroughly. One pair of slave-irons were found on board.

I have, &c.
(Signed) H. D. WABY.

Inclosure 20 in No. 127.

Mr. Mc Conachy to Commander Oldfield.

Sir,

"Lyra," Wasseen, April 18, 1861.

I HAVE the honour to inform you that on the afternoon of the 17th instant, being in charge of the second whaler of Her Majesty's ship under your command, I made seizure of a slave-dhow belonging to Sooree Arabs, off the entrance of Wasseen River, latitude $4^{\circ} 38' 25''$ south, and longitude $39^{\circ} 25'$ east, destroying her by fire on the evening of the same day.

My reasons for so acting being as follows, viz. :—

1. The dhow was run on shore off the entrance of Wasseen River to avoid being boarded, and the crew having deserted her, leaving only 7 out of the 30 slaves she originally had on board, and for the carrying of whom a slave-platform was formed out of the small cargo of wood she had on board.
2. I found neither the Sultan's pass nor any colours on board.
3. A large quantity of cocoa-nuts, some rice and dates, three large wooden tanks filled with water, a large cooking range, and a quantity of matting.
4. The 7 persons on board, 1 of whom was in irons, gave me perfectly to understand that they were slaves, and that they had been stolen by the Sooree crew, which consisted of some forty men.
5. The dhow being on shore, night setting in, knowing that the Sooree crew were not far off, and a night attack not improbable, I thought it advisable to destroy her, and after taking a strict measurement of her, I did so by fire.

I have, &c.

(Signed) C. W. Mc CONACHY, *Master's Assistant.*

Dimensions of Dhow.

Length over all, 66 feet; extreme breadth, $16\frac{1}{2}$ feet; depth of hold, 13 feet.

Poop :—Length, $18\frac{1}{2}$ feet; breadth, 14 feet; depth, 5 feet: making a tonnage of $164\frac{3}{4}$ tons.

(Signed) C. W. Mc CONACHY, *Master's Assistant.*

Inclosure 21 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Wasseen, April 18, 1861.

I HAVE the honour to inform you that I made seizure at 8 P.M. yesterday of a slave dhow, manned by a crew of Sooree Arabs, but not entitled to the protection of any flag or nation, no papers or colours being found on board.

The grounds on which this seizure was made were as follows :—

1. A slave-deck, 45 feet long.
2. Nine pairs of slave-irons.
3. Twenty bags of coarse rice, such only as is used in the feeding of slaves.
4. Twelve large cooking-pots, metal, capable of cooking for 300 people.

The seizure was made in Wasseen Roads, latitude $4^{\circ} 39'$ south, longitude $39^{\circ} 28'$ east.

The crew, consisting of about thirty Soorees, deserted with the exception of ten between the time of being boarded at 7 P.M. and taking possession of at 8 P.M.

I have, &c.

(Signed) R. B. OLDFIELD.

Inclosure 22 in No. 127.

Commander Oldfield to Captain Crawford.

Sir,

"Lyra," Zanzibar, April 5, 1861.

I HAVE, with regret, to report the repulse of the second and third whalers of Her Majesty's ship under my command by a piratical slave dhow, manned by upwards of sixty Northern Arabs.

The circumstances of the case are as follows :—

The second and third whalers, in charge of Mr. George A. Magee, gunner, and manned collectively by a crew of twelve men, were cruising off Mtony, distant three to four miles north of this anchorage, Zanzibar, for the purpose of intercepting slavers known to run their cargoes constantly of a night from out of this harbour.

At or about 11 P.M. yesterday, Mr. Magee on observing a dhow running to the northward past Mtony, hailed her to heave-to, upon which he was fired upon. Mr. Magee seeing that the dhow was manned by a crew of some sixty men and upwards, engaged her at a distance of about 100 yards for some twenty minutes; at the expiration of which time he judged that he had so far intimidated the enemy that he might carry her, boarded; and, although he succeeded in gaining a footing on the poop with some of his men, and maintaining his hold for some five to ten minutes, he was at length driven with his men into the second whaler, the third whaler having been stove by a kedge, or some heavy substance, having been hove into her by the enemy.

Out of the few men who obtained a footing, the casualties were as follows :—

John Granger, chief boatswain's-mate, severe sabre cut on left arm.

William Poole, captain foretop, severe sabre cut on left arm and head.

Henry Scott, A.B., severe sabre cut on head.

Had Mr. G. A. Magee made use of fire-arms after boarding, no doubt exists in my mind that he would without difficulty have maintained his footing, as little opposition was shown on his first boarding; the loss of some twenty men, previous to being boarded, having at the moment in a very great measure broken their spirit of resistance.

The cargo of this slaver consisted of upwards of 90 souls.

During the latter end of March and early part of April, dhows, the property of the Arabs from Pirate Coast in the Persian Gulf, run large numbers of slaves (3,000 to 4,000) from this port, the greater portion of which are stolen from the subjects of His Highness the Sultan; the Traffic in Slaves, even when purchased, being in contradiction of the Treaties between Great Britain and the Chiefs of Pirate Coast, Persian Gulf, 1820, 1847, and with His Highness the Sultan, October 1845.

I have, therefore, had since my arrival here on the 19th ultimo, two boats rowing guard outside the harbour, night and day, hoping thereby to check this illegal traffic. With the small means at my disposal I do not expect to stop it, knowing that with very few (if any) exceptions, the officers of His Highness the Sultan connive at the Traffic, and very many participate in the profits of it.

Her Majesty's Political Agent and Consul, Lieutenant-Colonel Rigby, has remonstrated most strongly with His Highness the Sultan on the gross violation of the Treaties between His Highness and Her Majesty, but with no avail. His Highness neither appears to wish to check the gross misconduct on the part of his own Ministers and subjects, or the acts of piracy and murder of the Northern Arabs.

Strong and stringent measures have been, therefore, called for from Her Majesty's Political Agent and myself.

I have, &c.
(Signed) R. B. OLDFIELD.

No. 128.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

Sir, "Narcissus," Simon's Bay, February 20, 1862.

WITH reference to your letter of the 14th December last, relative to a complaint of the French Government against the proceedings of the crews of Her Majesty's ships on the coast of Zanzibar in September last, I beg to acquaint you, for the information of the Lords Commissioners of the Admiralty, that, prior to the receipt of your letter, I had ordered an inquiry to be made into the circumstances alleged; and by my latest accounts the dhows in question have not been adjudicated.

I have, &c.
(Signed) B. W. WALKER.

No. 129.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

"Narcissus," Simon's Bay, May 21, 1862.

FORWARDED for the information of the Lords Commissioners of the Admiralty.

This vessel's proceedings gave room for suspecting that she was not a legal trader.

(Signed) B. W. WALKER.

Inclosure 1 in No. 129.

Lieutenant Mc Hardy to Rear-Admiral Sir B. Walker.

(Extract.)

"Penguin," Algoa Bay, May 6, 1862.

I HAVE the honour to inform you that at 2 o'clock yesterday afternoon, a sail was observed a little on on the weather-bow (the ship at the time steering E. $\frac{3}{4}$ N.) Shortly before 3 o'clock I made the vessel out to be a barque, steering west-north-west, having the wind abaft her port beam, with her port topmast and lower studding-sails set. I kept away two points, with the intention of passing sufficiently close to stranger to ascertain her character.

At ten minutes to 4, being then about two miles from her, I showed English colours, namely, the blue ensign and pendant. Almost immediately after the pendant was broke, I observed that the barque put her helm up; it occurred to my mind that she might have dropped a man overboard. I kept my telescope on her, and saw her brace her yards round and up on the starboard tack, with the studding-sails hanging the port side. I then noticed her take in the port studding-sails, and rig out the starboard booms. Considering this suspicious, I ordered steam to be got up with all despatch; trimmed sails, and altered course in chase of barque. At 4 o'clock I observed some colours hoisted by the barque, and immediately afterwards hauled down, before I was able to make out what colours they were. At sixteen minutes past 4 I observed barque hoisted the United States' flag. Barque gained on us considerably until 5 o'clock, when we went ahead under steam. Even with steam we came up with her very slowly, so at twenty-three minutes past 5, there being very little more daylight, I thought it advisable to cause her to heave-to, lest she should escape under cover of the approaching darkness; therefore fired a blank cartridge, which causing no alteration in her movement, at twenty-seven minutes past 5 fired a shot aimed so as to drop well clear of her. This not having the desired effect, at thirty-two minutes past 5, I ordered the gunner to drop a shot as close to her as possible, without actually hitting her. Accordingly a shot from one of the 25-pounder Armstrong guns was dropped about two yards from her bow (although

she was distant nearly three miles). She immediately went round, and shortly afterwards hove-to on port tack.

At a quarter to 6 we came up to her; she had then no colours flying; but as our boat shoved off, I saw the United States' flag hoisted a little above the taffrail, then a little higher, then hauled down a little, and so kept for about a minute, and then hoisted up.

I sent Mr. Cole, Acting Second Master, and second in command of Her Majesty's steam gun-vessel "Penguin," to board her, as, from the circumstances I have detailed, I conceived her to be a dishonest vessel, and suspected her of hoisting a flag to which she was not legally entitled, in order to evade seizure.

I annex the written reports made by Mr. Cole and Mr. Maxwell (whom I ordered to accompany Mr. Cole) for the purpose of observing carefully everything occurring during the visit.

From the behaviour of this vessel I have very strong suspicion that she was not an honest trader, and I regret not having boarded her myself. Having, however, referred to the Mercantile Navy List, I observed the name of the "*Storm King*" in the list of registered vessels, and as the rig and tonnage there given correspond with that of this vessel, and my second in command being of opinion that she was an honest trader, I permitted the vessel to proceed on her course.

Inclosure 2 in No. 129.

Mr. Cole to Lieutenant Mc Hardy.

Sir,

"Penguin," Lat. 30° 8' S., Long. 27° 30' E., May 5, 1862.

IN pursuance of an order received from you, I boarded the United States' barque "*Storm King*," and make the following Report.

That on boarding the said barque I proceeded to examine her papers, after a careful examination of which I found her to be a legal trader, thirty-five days from Zanzibar, bound to Salem, Massachusetts, with a cargo of hides and cloves. The reason they gave for altering the course so suddenly, was that they could not see our colours, and mistook the "Penguin" for a Confederate privateer.

A passenger was on board who stated that he had lately been the United States' Consul at Zanzibar, and was then on his passage home.

On leaving the vessel the Master complained of the detention of his ship. I made an entry in her log, giving as a reason for boarding her, that she had altered her course very suddenly on Her Majesty's ship "Penguin" showing British colours. Time of detention half-an-hour.

I have, &c.

(Signed) JAMES COLE, *Acting Second Master.*

Inclosure 3 in No. 129.

Mr. Maxwell to Lieutenant Mc Hardy.

"Penguin," at Sea, Lat. 34° 8' S., Long. 20° 36' E.,

May 5, 1862.

Sir,

IN pursuance of an order from you, I accompanied Mr. James Cole, Acting Second Master, in boarding the United States' barque "*Storm King*," for the purpose of being a witness to all that took place on board.

Mr. Cole asked for her papers, which were produced. After having made a strict and careful examination, found them to be correct. She was thirty-five days from Zanzibar, bound to Salem, Massachusetts, with a cargo of hides and cloves.

When asked the reason why he had altered course so suddenly upon our hoisting the British flag, stated they thought we were an American privateer; also said that they could not see our ensign distinctly, and that it was a blue one instead of white (Admiral Walker being Rear-Admiral of the White).

There was a person on board that stated he was the late United States' Consul at Zanzibar, told us he had seen the "Penguin" there, and that the "Semiramis" and "Zenobia" had sailed with Colonel Pelly on board; that the "Pantaloon" had gone on shore at Pemba Bay, and was at Mozambique. Spoke of Captain Oldfield, who had taken some prizes.

On leaving the ship the master complained of having been detained, and the Consul led us to suppose that we should hear more of it. She was detained half-an-hour.

I have, &c.

(Signed) J. H. MAXWELL, *Clerk.*

No. 130.

Captain Bickford to Rear-Admiral Sir B. Walker.

"Narcissus," at Sea, Lat. 21° 11' S., Long. 42° 43' E.,

June 22, 1862.

Sir,

I HAVE the honour to inform you that this afternoon a suspicious sail was sighted from the mast-head on our weather-beam, standing to the southward, whilst Her Majesty's ship bearing your flag was standing to the northward. By your direction the course was altered to intercept the stranger, and steam got up to enable us to close her before dark.

At 6 P.M., as night set in, we came up with the chase, and unable to see any colours, I sent Acting Lieutenant George E. Price, accompanied by Mr. Edward R.

Foster, Acting Sub-Lieutenant, both of this ship, in a cutter, to examine her, as from her locality and other circumstances I suspected her to be engaged in the Slave Trade.

The visiting officers' report I have the honour to inclose for your information, and it appears that the vessel proved to be the French barque "Indéfaticable," of Bourbon, the master of which had no complaints to make, and was very civil in giving the information you were so desirous of ascertaining as to where the French Commodore might be found.

I have, &c.
(Signed) J. G. BICKFORD.

*"Narcissus," at Sea, Lat. 21° 22' S., Long. 42° 30' E.,
June 22, 1862.*

Forwarded for the information of the Lords Commissioners of the Admiralty.

From the circumstances of this vessel standing to the southward, on the Madagascar coast of the Mozambique Channel, and her not heaving-to after the first blank cartridge was fired, I was induced to suspect that she was an illegal trader, and was taking her then course to evade the cruisers on the East Coast of Africa.

As there was no probability of catching her before nightfall, I directed steam to be got up. On coming up with her after dark, no colours having been previously seen, a boat was detached to discover her nationality, and she proved to be the French barque "Indéfaticable," of Bourbon, as described in the accompanying letter

(Signed) B. W. WALKER.

Inclosure in No. 130.

Acting Lieutenant Price to Captain Bickford.

*"Narcissus," at Sea, Lat. 21° 22' S., Long. 42° 30' E.,
June 22, 1862.*

Sir,
I HAVE the honour to inform you that, in pursuance of your order, I boarded the ship named in the margin,* and that I found as follows:—

That she is the French barque named "L'Indéfaticable," belonging to the Isle of Bourbon, and that she is employed in picking up a cargo of hides and maize at the various ports on the West Coast of Madagascar.

That she left the River Mandelouie on the 20th instant, and is now bound to St. Augustine's Bay.

Having correct papers, log, and colours, and there being nothing in any way suspicious about her, she was allowed to proceed.

That, before leaving, I offered to notice the fact of his having been boarded in his log, which he declined; and I also asked him if he had any complaint to make against the proceedings; to which the Captain replied that he had none whatever.

The Captain informed me that he had met and been boarded by the "Ariel" (or an English corvette answering to her description), on the 5th March, in Bembatooka Bay; and that he had also found there an American barque taking in the same cargo as himself.

That he believed the French Commodore was at present at Nos Beh, and that two French men-of-war were expected to visit St. Augustine's Bay about this time.

That, on the 20th instant, on standing out from his anchorage in latitude 20° 38' south, he saw a large barque standing along shore to the northward; that she showed no colours, and, being four or five miles from him, he could not ascertain her character.

I have, &c.
(Signed) EDW. E. PRICE.

No. 131.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

Sir,
"Narcissus," at Johanna, July 5, 1862.

REFERRING to your letter of the 8th November, 1861, and to the inclosure therein, viz., a communication from Sir George Grey, late Governor at the Cape of Good Hope, to the Duke of Newcastle, dated the 18th June, 1861, upon the subject of Mr. Sunley, Her Majesty's Consul at the Comoro Islands, employing upon his sugar plantations at Johanna slaves hired from Arab slave-holders, I beg to acquaint you, for the information of the Lords Commissioners of the Admiralty, that it is true that Mr. Sunley does so obtain labourers; but it is right that I should mention that he informed me he paid wages both to the slave and the owner at the

* "L'Indéfaticable."

same time, and whilst they are in his employment they are treated as free labourers would be.

I inclose a copy of a letter from Captain Alan Gardner, of Her Majesty's ship "Orestes," on this subject.

I have, &c.
(Signed) B. W. WALKER.

Inclosure in No. 131.

Captain Gardner to Rear-Admiral Sir B. Walker.

(Extract.)

"Orestes," *Johanna*, July 3, 1862.

I BEG to acknowledge the receipt of your letter dated the 22nd April, directing me to report on certain allegations made by Mr. Sunley, Her Majesty's Consul for these Islands, that the French import slaves from the Comoro Islands to Mayotte and Nos Beh under the designation of free labourers. Also on the alleged use of the French flag by British cruisers engaged in watching Arab dhows.

I would observe that the assertion in M. Thouvenel's letter that in the Islands of Comoro, and Johanna, and Mohilla, slavery does not exist is very incorrect, for in these islands a considerable number of the population are slaves, and although owing to the continued presence of Her Majesty's Consul, and the occasional visit of British cruisers, the Slave Trade has been almost entirely stopped at Johanna, I believe that a considerable number of slaves are brought from the mainland to Comoro and Mohilla in dhows (some of which carry the French flag) to Mayotte and Nos Beh, under the name of "engagés."

With regard to the use of the French flag I have ascertained that it has been used by two or, perhaps, more of the cruisers as a disguise for the purpose of approaching vessels suspected of being slavers, but that they have never opened fire with that flag flying, which would be illegal.

It is a fact that Mr. Sunley employs indiscriminately free men and slaves on his plantation, but they come to him for hire, and I understand are treated with kindness. He probably would find a difficulty in carrying on the sugar estate with free labour alone in present state of the population; and without this, or some other occupation, could not maintain himself on the island, where he acts as a very useful English Agent, without which the Native Government would probably fall to pieces.

No. 132.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

Sir,

"Narcissus," at *Johanna*, July 5, 1862.

REFERRING to your letter dated the 8th of November, 1861, containing several inclosures relative to the allegations made by Mr. Sunley, Her Majesty's Consul at the Comoro Island, "that French agents introduce slaves into those Islands from the African Coast to be eventually transferred as free labourers to the French Colony of Nos Bé," on which subject I am to make inquiries, and particularly as to the use of the French flag by British cruisers employed in watching Arab vessels suspected of being engaged in Slave Trade, I request you will be pleased to inform my Lords Commissioners of the Admiralty that, on my visit to this island, I have ascertained that the circumstances related in Mr. Sunley's letter dated May 2. 1861, to Earl Russell, are substantially correct.

I further learnt, from the highest authority at Johanna, that two months ago five dhows had embarked full cargoes of slaves a few miles to the northward of Mozambique, at Conducia, and conveyed them under the French flag to Mohilla, where they were landed, and after remaining a short time on that island they were to be removed to the French Settlements at Mayotte and Nos Bé as free labourers.

This scheme has revived the Slave Trade between the East Coast of Africa and the Comoro Islands to a very serious extent; and the official authorities of the French Settlements cannot but be fully aware of it.

With regard to M. Thouvenel's statement, "that the recruitment system is allowed and maintained between the Comoro Islands and the French Settlements at Mayotte and Nos Bé, because slavery does not exist in those islands," I am informed that two-thirds of the labouring population of these islands are slaves, the majority of whom have been surreptitiously conveyed thither from the East Coast of Africa by native vessels and Arab dhows, some of which have carried the French flag.

The great demand of the above-named French Colonies for free labourers from the Comoro Islands could not be met unless this subterfuge was resorted to; and the inducement offered by the French agents is so remunerative that the cupidity of the Chiefs, who are poor, is stimulated to prefer this contraband to legitimate trade.

It will be seen by reference to the chart that M. Thouvenel's assertion, "that Nos Bé belongs to the same Archipelago as the Comoro Islands," is quite a mistake, as the island lies close to Madagascar, of which its inhabitants were a part and parcel.

Referring to the use of the French flag by Her Majesty's cruisers to watch Arab dhows suspected of being engaged in Slave Trade, I find that the signal-flag No. 2 has been occasionally hoisted for the purpose of approaching such vessels, but only when cruising between Comoro and the East Coast of Africa, where there is reason to suspect that the French ensign may be fraudulently used by them. M. Thouvenel observes that the Arabs do not mistrust the sight of the French flag; that is quite true, because their pursuits, whether lawful or not, are not questioned by it, and this is a reason for their using it, without a right, sometimes, which makes it necessary for our cruisers to visit them for the purpose of verifying their nationality; but none of Her Majesty's ships have fired under such circumstances. Where the pursuits of both nations are so well known as they are on the East Coast of Africa, I cannot see that the French merchant-vessels are likely to suffer from pillage, especially by the Arabs, who have such confidence in the flag of that nation.

In conclusion, I would remark that whilst such encouragement is given to the Slave Trade by the so-called Recruitment System, it gives little hope for the advancement of legal commerce, or of Christianity and civilization, in the Comoro Islands; and I should be glad to receive their Lordships' instructions as to whether the few Chiefs of these Islands are to be permitted to continue their unlawful practices with impunity.

I have, &c.
(Signed) B. W. WALKER.

No. 133.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

Sir,

"*Narcissus*," off Melinda, July 16, 1862.

I REQUEST you will inform my Lords Commissioners of the Admiralty that on my visit to Zanzibar I took occasion to make inquiries as to the nature and extent of the Northern Slave Trade, which has become so notorious in that neighbourhood, and to which my attention was called by Lieutenant-Colonel Rigby, in a letter I submitted to their Lordships on the 19th of August last year, and I now inclose another copy thereof.

2. I am sorry to say that I find that the Treaty with the Sultan of Zanzibar for the abolition of the export of slaves from his dominions is a dead letter. I have learnt that several foreign ships have obtained cargoes of slaves thence; and there is, besides, an enormous Traffic in human flesh openly and shamelessly carried on in Zanzibar. Arabs from Muscat and other parts of Arabia were purchasing slaves of both sexes in the great market of that town for exportation, even whilst I was there, and there appeared to be no check whatever to such proceedings, although positively prohibited by the Treaty.

3. As an instance of the boldness with which this trade is conducted, I received information in Zanzibar, that four Muscat dhows, which had lately shipped full cargoes of slaves under the windows of the Sultan's palace in that port, were then lying at Melinda refitting, and waiting for moderate weather to prosecute their voyage to Arabia. I caused the Sultan to be informed of these circumstances, but His Highness expressed ignorance of them, and only promised investigation. I therefore determined to ascertain the truth, and ran down to Melinda in my flag-ship, accompanied by the tender; there we found one of the vessels, measuring 175 tons, undergoing repairs; the other three had sailed the day previously, taking the cargo of the fourth dhow with them. The chief man of the place readily admitted that these dhows had arrived from Zanzibar with their human freights, and stated that he could not prevent their remaining, as he had no means of driving them away. He pointed out the above-mentioned vessel as one of them, and, as she had all her slave-fittings in, without papers or colours, the boats burnt her. The "Penguin" then proceeded in chase of the others.

Under these glaring circumstances, I submit whether the time has not come for Her Majesty's Government to take some measures to enforce the Sultan

to adhere to the Treaties made with his father, the late Imaum of Muscat, for the entire prohibition of the export of slaves; and, furthermore, to abolish the Slave Trade in his territories, as I feel confident that, until this is done, no other means will stop it, and civilization and Christianity cannot progress in that quarter.

The utmost exertions have been made with the united force at my command during the last eighteen months to arrest this great northern illicit Traffic; and a severe blow has been inflicted on it by the "Lyra" and "Gorgon," and their boats, which have captured no less than sixty dhows employed therein.

I have, &c.

(Signed) B. W. WALKER.

No. 134.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

(Extract.)

"Narcissus," at Simon's Bay, September 15, 1862.

I HASTEN to call the attention of my Lords Commissioners of the Admiralty to the 4th Rule of Article I prescribing the reciprocal right of search to be exercised within 200 miles from the coast of Africa.

Advantageous as this privilege is to the cruizers on the West Coast of this Continent, it is of little avail on the East side, because the American slave-vessels are now in the practice of proceeding to some of the west ports of Madagascar for their cargoes, which places are beyond the limits laid down in the Treaty, and therefore it can be evaded by them with impunity. The ports alluded to are independent of the King of that island, and the slaves are conveyed thither in native vessels from the East Coast of Africa, to be shipped off as opportunities offer.

No. 135.

Lieutenant-Commander Mc Hardy to the Secretary to the Admiralty.

Sir, "Penguin," Alloola, North-East Coast of Africa, November 13, 1862.

I HAVE the honour to forward to you a copy of a Report addressed to my Commander-in-chief, together with its inclosures, relating to the massacre of Sub-Lieutenant Fountaine and fourteen men, who had been detached from Her Majesty's gun-vessel "Penguin."

I have, &c.

(Signed) J. G. G. Mc HARDY.

Inclosure 1 in No. 135.

Lieutenant-Commander Mc Hardy to Rear-Admiral Sir B. Walker.

Sir, "Penguin," Alloola, North-East Coast of Africa, November 13, 1862.

IT is my painful duty to acquaint you that Sub-Lieutenant Fountaine and fourteen men, who were detached by me in a cutter and whaler from Her Majesty's gun-vessel under my command, have been foully murdered by a party of Somalis at a place called Bareda, about fifteen miles west of Cape Guardafui. The following are the circumstances connected with this sad event:—

On the afternoon of the 1st of September I dispatched two boats (an eight-oared cutter and four-oared whaler), under command of Sub-Lieutenant Fountaine, with orders to cruise, for the suppression of the Slave Trade, between Kwyhoo Island and Juba River, rendenvousing at Port Durnford every third day after the 14th September.

The day after the two boats left the ship I sighted Juba River, and then proceeded to Zanzibar.

At Zanzibar, things (as reported in my letter of proceedings dated the 15th September, addressed to Captain Gardner) occurred which caused me to think I should not be at Port Durnford as soon as I had intended; therefore, on the 13th September, I dispatched a native dhow to Port Durnford with provisions and further orders to Sub-Lieutenant Fountaine.

On the 19th September I anchored Her Majesty's steam gun-vessel "Penguin" outside Port Durnford; saw no boats or dhows until the morning of the 21st, when the dhow which left Zanzibar on the 13th September arrived. Directly she was observed I proceeded into Port Durnford and communicated with her. She had heard nothing of the two boats under the command of Sub-Lieutenant Fountaine; I therefore sent her up the river, with an officer and interpreter, to make inquiries concerning these two boats. The next day she returned, having heard nothing of them, and as this was seven days after the time appointed for them to rendezvous at Port Durnford I felt very anxious about them; and, being unable to leave immediately in the "Penguin," on account of her engines being out of order, on the 23rd September I sent a native dhow, with an officer and

interpreter, and provisions, with orders to proceed as far as Juba River in search of the boats, or information concerning them. On the 29th the dhow returned, having heard nothing of the boats.

On the 1st October I sent the same dhow to Brava, with orders to coast the whole distance, and make inquiries at every place and of all dhows or fishing-boats that they might meet, and to await the arrival of the "Penguin" at Brava.

On the 3rd October, the defects in the machinery having been made good, I proceeded to Brava, where I arrived on the evening of the 5th, having boarded several dhows, and one American whaler, without hearing anything of the boats. The dhow sent from Port Durnford arrived at nearly the same time, having been unable to gain any intelligence concerning the boats.

The following day, the 6th October, I landed, and learnt from the Chief of Brava that the two boats had been seen to pass Marka on the 4th September, and off Magadoxa on the 5th September (four days after leaving the ship).

I saw at Brava a man who was at Magadoxa on the 5th September, and he stated that the smaller of the two boats made an attempt to cross the reef, but, not knowing the passage, was unable to do so on account of the surf. The two boats were then seen to run northward. At the time, a fresh breeze was blowing from the southward.

In consequence of this information I made arrangements with the Chief of Brava that one of his dhows, which was to leave the next morning for Maculla, should coast the whole way to Cape Guardafui, and make inquiries for our boats, and, in the event of meeting them, provision and water them, and render them every assistance in their power. I put on board of this dhow orders for Sub-Lieutenant Fountaine which directed him to proceed to Maculla, and there remain until the arrival of the "Penguin," sending with these orders a tracing of the chart from Brava to Maculla, as he left the ship with a chart extending only as far north as Juba River. I decided on Maculla for two reasons; first, that it was the nearest friendly port for our boats to have made for, provided Sub-Lieutenant Fountaine knew of it; and secondly, because I knew that a very large number of dhows, just at this season, arrived there from the territory of the Sultan of Zanzibar, so I was likely to gain information from all parts of the coast, as many of them call at different places on their way for water.

On the morning of the 7th October I left Brava and proceeded northward, keeping during the day sufficiently close to the shore to enable any boat in-shore of us to be seen.

On the evening of the 12th, anchored in North Haffoon Bay, and remained there until the morning of the 18th, for the purpose of communicating with the dhow from Brava, which I concluded had not yet passed this place.

On the 13th October I communicated with the people at the village Hundah, and they denied having heard or seen anything of our boats. The same day I boarded two dhows, which stated they came from a place a little west of Ras Guardafui, and that they had seen or heard nothing of our boats.

I did not land at Hundah, not thinking it safe, as I had only a dingy, and was out of reach of the ship's guns, but talked to them, keeping the boat a few yards from the shore. The people stated they were friendly, and several times asked me to land, but I refused.

On the 18th October I left Haffoon and proceeded to Maculla, where we arrived on the 23rd, having on the way boarded several dhows without being able to gain any intelligence of the two boats under the command of Sub-Lieutenant Fountaine, but I have information of the two other boats which are detached from this ship, and I have not picked them up in consequence of being in search of the other two. They were safe at Zanzibar on the 3rd October, and as that was the place appointed for the ship to meet them, I feel no anxiety concerning them.

At Maculla we found Her Majesty's ship "Semiramis," I.N.; she had arrived a few hours before, having on board Captain Playfair, Assistant Political Resident at Aden, who had been sent to inquire into a report that had reached Aden that two European boats' crews had been massacred on the African coast. The rumour was, that they were an English man-of-war's boats, and had been led north in chase of two slave-dhows, which had escaped them, and afterwards conveyed the news of the massacre to Maculla (where they had landed their slaves), from whence it had reached Aden.

There could be little or no doubt that the boats referred to in this rumour were the same as I was in search of.

As the massacre was reported to have taken place in the territory of the Somalis, Captain Playfair decided to proceed to Bunder Muriyah (the nearest place on the coast to the residence of the Somali Sultan) and Captain Adams, of Her Majesty's ship "Semiramis," I.N., having offered to take the "Penguin" in tow, so as to economize coal, that evening we left in tow of "Semiramis," and anchored at Bunder Muriyah, on the morning of the 25th of October. A letter was immediately dispatched to the Sultan, requesting his attendance as early as possible. It was found that it would take at least four days for the letter to reach the Sultan, and the same number for him afterwards to comply with the request, so Captain Playfair decided to visit the scene of the massacre in the "Semiramis;" it was not intended to take any measures to seek retribution until after the interview with the Sultan, so it was unnecessary that the "Penguin" should accompany: therefore, having securely moored her, I availed myself of an invitation from Captain Adams to take passage in the "Semiramis."

We anchored off Bareda on the afternoon of the 26th, and remained until noon of the 27th, when we proceeded to Allooia, for the purpose of communicating with Salek Mahommed (the man referred to in Inclosure 4); he was not at Allooia on our arrival, but was sent for, and arrived on the morning of the 29th, and his evidence having been taken, we returned to Bunder Muriyah.

For the information gained at Bareda and Allooia, I have the honour to refer you to Inclosures 3 and 4.

On the 3rd November, the Sultan arrived at Bunder Muriyah; a tent was pitched on shore, in which Captain Playfair received him, and demanded the following reparation for the massacre:—

1. That he should deliver up as many of the murderers as possible.
2. That he, the Sultan, and the elders of the tribe, should come on the quarter-deck of the "Semiramis," and there express their sorrow, and ask for pardon from the British Government for the foul massacre that had been perpetrated by some of his subjects.
3. That all the arms, and what plundered property could be found, should be delivered up.

He agreed to these demands, after demurring a little at the second. He required ten days to catch the murderers, which was granted, as he assured us he could not do it in less.

On the 10th November we came to this anchorage, in tow of the "Semiramis," and to-day, the ten days having expired, I landed with Captain Playfair and met the Sultan. He had only eight of the murderers to deliver up, and two rifles, one cutlass, and one pistol. The Sultan stated that only fifteen Somalis were present at the massacre; that three of those were killed by our men, two had escaped from the coast in boats or dhows, two were still at liberty somewhere in the hills—he had not yet been able to catch them; he was ready to take his oath that he believed only fifteen Somalis were any way concerned in the massacre—that there were not

more even present. After some talking, Captain Playfair told the Sultan that he had come to keep peace, not in the capacity of a soldier, and that he must abide by his first demands; and it was now necessary for him to consult with Captain Adams, and therefore the Sultan was requested to send one of his party on board with us to learn the ultimatum, which he did.

The terms were soon decided on, which were the following: the Sultan should cause the eight murderers that he had in custody to be executed on the beach, in sight of the ships; the ships should then leave for thirty days (as he said our being present was a hindrance to his catching them), and at the end of that time one or both would return and demand from him at least twelve more of the murderers; if they were not immediately delivered up, all his towns would be destroyed. The Sultan requested six weeks instead of thirty days, which was granted him.

At sunset this evening the eight were executed; six boats from the "Semiramis" and one from this ship, manned and armed, being present. Haji Awadth (the man referred to in Inclosure 4) was one of the eight; just before he was executed, I asked him how many Somalis were present at the massacre; he said only ten. By reference to Inclosure 4, it will be seen that Mahmood Baleooz says he told him between eighty or ninety.

It is quite impossible to arrive at anything like a true account, but to believe that fifteen Englishmen, armed as these boats' crews were, could have ever been murdered by anything like an equal number of Somalis is out of the question; but as the Sultan has shown himself really in earnest by executing these eight, I think it reasonable to allow him the time he has asked for to catch the others. Captain Adams is of the same opinion, but had the Sultan refused to execute these eight, or to accept the ultimatum, he was quite prepared in that case, provided Captain Playfair turned the duty over to him, to have taken upon himself the responsibility of immediately making an example, by blowing all his towns down, and then blockading the coast until instructions were received from Government.

My orders from Captain Gardner direct me to rendezvous at Johanna on the 25th December, and Mozambique on the 1st of January, having previously spent three weeks at Seychelles. If I comply with these orders, I cannot be up here when the time allowed in the ultimatum expires; but as I feel confident Government will direct the demands made to be strictly enforced, it is my present intention to proceed immediately to Zanzibar to pick up the boats and the crews which are there, and then, in the event of not being able to communicate with any senior officer, to make the best of my way to Aden to coal, as I shall be obliged to use steam to come up against the monsoon. At Aden I shall place myself under the orders of Captain Adams, I.N., Senior Naval Officer at Aden, of course using all dispatch to get back to the station the moment the demands are complied with, or, in the event of the Sultan failing to comply, the instant the towns are destroyed. I trust that these steps, which I have decided to take upon my own responsibility, may meet with your approval, as at Aden I shall be able to obtain fresh arms and stores, even if her presence should not be required to obtain the reparation demanded.

Captain Adams has supplied me with a cutter, coals, and such other stores as the ship was in need of.

I forward a copy of this letter, with its inclosures, to the Secretary of the Admiralty, by the "Semiramis," and shall address three to you, one directed to the West Coast, another to England via Marseilles, to be forwarded by Cape mail, and the third via Mauritius.

I have, &c.

(Signed) J. G. G. McHARDY.

Inclosure 2 in No. 135.

Lieutenant-Commander McHardy to Captain Adams.

Sir,

"Semiramis," off Bareda, October 27, 1862.

HAVING by your orders landed in command of the party dispatched from Her Majesty's ship "Semiramis," to search for evidence of the massacre of the boats' crews of Her Majesty's steam gun-vessel "Penguin," I have the honour to make the following Report.

On landing yesterday afternoon we separated a short distance, and traversed the beach, hoping to find some of the bodies. We soon had proof, by finding some remnants of the unfortunate men's clothing, that we were at the place of the massacre; that numbers of huts had been recently removed was apparent by the remains of fires and fresh goat's dung.

Captain Playfair accompanied us on shore, with the old Somali that, at his request, you brought from Bunder Muriyah. Soon after we came across the first traces of our murdered countrymen, I observed this old Somali making off. Lieutenant Moreland called to him to stop: as he did not comply, I ran after and stopped him, and put him in charge of the interpreter (Juma). Following this Somali separated me a little from the more advanced of our party. When I came up with them I learnt that a piece of our cutter had been found burning close to a small hut, which Captain Playfair immediately set fire to.

One of your men, who had searched farther from the beach than the rest, informed us that he had seen two huts, and a Somali run out of one of them. On receiving this information, Lieutenant Moreland and myself expressed our opinion to Captain Playfair that it was imperative they should be burnt. As we had already fired one, he agreed, and we proceeded to the spot where the man stated he had seen them, and there we found five wretched huts, all containing some of the property of the murdered men, or gear of the boat. Amongst the things found were a small pair of parallel rulers and a small camel's hair pencil that had belonged to Sub-Lieutenant Fountaine, which had certainly not been in the water. This proves that the boat was not capsized in the surf, as some of the Somalis have stated.

We set fire to the five huts, and then returned on board, as it was dark. On our way to the boats the old Somali again tried to get away from us.

This morning by your orders I landed with the same party, with the exception of Captain Playfair, who did not accompany us, to make further search for the bodies. We came across three more wretched huts about two miles inland, which we burnt. They all contained something that had belonged to our boats.

Just after setting fire to these huts, a Somali was observed a few hundred yards a-head. We gave chase, and shortly afterwards heard the report of a musket or rifle—I think it was the latter. We proceeded in the direction of the sound, which was the same as the Somali had taken, until we observed fifteen Somalis on top of the hill on one side of a deep ravine, while we were about half way up the hill on the other side of the ravine. They were unfortunately not within range of our muskets, and to have attempted to reach them over such ground as it was would have been madness; therefore I directed your Somali interpreter to advance alone,

and to hail them to observe that he was alone, and intending no harm, merely wishing to speak with them. He accordingly advanced, and shouted to them until a conversation was opened. I then joined your interpreter, and told him to make known to the Somalis that if one of them would come down and point out the bodies, his safety was guaranteed. He could not induce any one to approach, therefore he went himself, and joined their party of fifteen.

After waiting some time, being disappointed in the hope that a Soumali would come down, I approached them to within a few yards, and, with the assistance of the interpreter, tried to persuade one to come and point out the bodies, and give an account of the massacre, but did not succeed.

The interpreter told me that there were seventy Somalis on the hill, although I only saw fifteen; he also stated that there were a much larger number just the other side of the hill.

All endeavours to induce one of the Somalis to trust himself with us failed, and I reluctantly ordered a return to the beach, which was obeyed, but clearly only from the force of discipline, for it was very apparent that it was with a heavy heart that every man left the murderers of his countrymen unscathed; but we stood at such a very great disadvantage owing to the nature of the ground, that an attack would certainly have been unsuccessful.

From the information gained by Baleooz, it appears that the bodies of those murdered men who were not drowned were burned; we, therefore, returned on board, thinking any further search would be useless.

I do not detail the information gained by the interpreters, as immediately on our arrival on board their statements were taken down by Captain Playfair, and he will doubtless furnish you with a copy.

I have, &c.

(Signed) J. G. G. McHARDY.

Inclosure 3 in No. 135.

Evidence taken by Captain Playfair.

Information obtained by Mahmood Baleooz, at the Scene of the Massacre of the Cutter's Crew of Her Majesty's ship "Penguin," on the African Coast, at Bareda, fifteen miles west of Ras Asseer.

MAHMOOD BALEOOZ states:—

Of the people I saw on shore this morning, one named Haji Awadth, of the Soba Karone branch of the Mijerteyn tribe, admitted that he had been present at the massacre of the European seamen; the others said they had not been present at the time, but had lately come to Bareda.

Haji Awadth said that one month and twenty-five days ago, a boat arrived in the middle of the bay, one day about sunset, and asked the Somalis, of whom twenty-five or thirty were present, for water and sheep. The Somalis pointed out another place where there was water; and leaving one their number with the Europeans told them by signs to take the boat there: the boat anchored all that night there, and the next morning the Somalis dug a well, filled their breakers with water, and sent people to the hills for sheep. On their return, the Somalis sent the sheep on board the boat, and three of them also went on board and asked for the price of the water and sheep. When they got into the boat, the English, perhaps, thinking that some treachery was intended, took up their swords; the Somalis getting frightened attempted to jump into the sea; two succeeded, but the third fell down in the bottom of the boat, and a sailor wounded him in the arm with a sword. The boat was anchored, and also tied to a piece of wood stuck into the sand. When this occurrence took place, the sailors tried to get up the anchor, but at the same time the Somalis caught hold of the rope tied to the shore, and began to pull the boat on the beach, which they succeeded in doing. As soon as the boat touched, seven men jumped into the sea, and the others took their arms in their hands. Whichever way those in the sea tried to reach the land, the Somalis prevented them; this continued so long that they were drowned.

The sailors in the boat defended themselves for a long time, and wounded ten or fifteen people; one they killed, and a second died of his wounds in a few days.

By this time eighty or ninety Somalis had collected, and the defenders of the boat were killed with spears cast at them from the shore; one man escaped, and was found by a Somali, who said he would not kill him, but took him into the interior a little way, to the village which we burnt last night. At last he sent this prisoner with a Somali to Alloola; it was too hot to travel by day, so they did so by night. On the road two Somalis met him; thrashed the Somali who was with him, and killed the sailor.

The name of the man who saved the sailor is Salek Mahommed, of Alloola.

When the Haji told me this, I told him to come and see Captain Playfair, but he refused. I then asked him what had become of the bodies; he replied that he could not say for certain, as the next time he visited the scene he saw no corpses; he thought that after the boat had been drawn up on the beach, and pillaged of all it contained, the bodies were burnt in it.

My informant distinctly told me that, with the exception of the man who was saved by Salek, none were killed on shore; those who were prevented from landing were drowned, and the others speared in the boat.

The Haji told me that they did not hear of what had taken place at Haffoon, or wherever the first boat was lost, until after this occurrence.

I asked the Somalis whom we met this morning, how many men were in the boat. One man replied ten, but Haji Awadth, said, "What is the use of telling lies? there were fifteen."

Before me, this 27th October, 1862.

(Signed) R. L. PLAYFAIR.

Information of Ismail Ladak Somar, an inhabitant of Kutch, residing at Alloola, who saith:—

I have been here six months. Of my own knowledge I know nothing of this massacre, but the Somalis talk freely of it, and the following is what I have heard:—

It is said that two boats put into Ras Maäber, on the coast below Haffoon, for water; whether the inhabitants gave it or not I cannot say, but the boats opened fire on the people, and the Somalis ran away.

One boat remained at anchor some distance from the beach, while the smaller one went close in and asked for water; the well was some little distance inland. On landing, the crew met one or two Somalis, of whom they asked the way; the latter demanded money, which the sailors promised to give. After they had walked some distance the sailors, seeing no signs of the well, threatened their guides; in the meanwhile a larger number of

Somalis came to the spot, and a fight ensued. One of the sailors struck a man with his sword, and then, all taking to flight, abandoned their boat and swam off to the larger one. On this the Somalis pulled the small one high and dry on the beach. It is said that a Somali was killed.

We did not hear of this affair until after the massacre at Bareda.

Again, on the 23rd of Nowroz (26th of September), the larger boat with fifteen men arrived on this coast at a spot called Bareda; I cannot say at what hour. They asked for water, using the Sowahili term "magee." The Somalis told them to come, and they would point out a well. They brought five breakers on shore, and were allowed to fill them; when they had put three on board, the Somalis asked for money; they promised to comply with this request, and the other two were put on board. Three Somalis then went on board and demanded the money; the sailors refused to give any; one of them then, pointing to his penis, said they might have that.

All the sailors then taking up their arms, ordered the Somalis to leave. One of the Somalis was wounded with a sword, and a struggle ensued. Five sailors were killed in the boat which was on shore, and three Somalis fell; the rest pulled the boat right up on the beach.

The boat was anchored at one end, and a rope was made fast to the shore from the other; and it was by this rope that she was pulled up on the beach.

Ten of the sailors on this jumped into the sea, and of these one swam to a cape to the east and got ashore; the other nine were drowned. A man named Salek Mahommed, of Allooda, met this man, protected him, and promised to send him to me.

Near that place was a Soorie boat from Zanzibar. Salek asked the nacoda to take the sailor to Allooda for 10 dollars to be paid by me; the Soorie refused. Salek then entrusted him to three Somalis for the purpose; they conducted him by a road some little distance from the beach, and there meeting with some of the same people who had massacred the sailors, they killed the last survivor, and beat off the men who had charge of him.

This was three days after the massacre.

Before me, this 27th October, 1862.

(Signed) R. L. PLAYFAIR.

Information of Salek Mahommed, of the village of Allooda, who saith:—

When the massacre took place I was living at Asseer, cutting wood. One day—I cannot specify the date—I went down to the beach for the purpose of returning to Allooda for a few days; there I met a bugalow, which had come from Zanzibar. I knew the nacoda, and he asked me to get him some water; I replied that I would cause him to be supplied. He remained there all night.

Next morning a Somali arrived with news that a boat with a European crew, had arrived at Bareda, and a fight had taken place between them and the Somalis.

I inquired particularly if it was a ship or a boat, and learnt that it was a boat containing fifteen men, and that some had been killed and others drowned.

When I heard this news I remained that night at Asseer, as did the nacoda. In the middle of the night an European and two natives entered the village, and the latter declared that they wanted to sell or hold to ransom the former to the nacoda of the bugalow. I advised him to satisfy the Somalis, and take the Englishman with him, as he would profit by the transaction. He refused to have a British sailor on board his boat, saying that if such a person were on board he would not stay in his company.

I had intended going to Allooda in this boat; but when I found that both the nacoda and his crew refused to receive the sailor on board, I would not accompany them. I agreed with the Bedouins that the man should be given up to me for 10 dollars.

At last, owing to the repeated solicitations of the nacoda that I should accompany him to point out a watering-place, I agreed to do so, and entrusted the European to four Somalis after having had him washed, and his feet, which were much cut by walking bare-footed, dressed and bandaged; I also gave him food and clothing. He remained a day at Asseer to rest, and on the following day he set out by land with four Somalis for Allooda.

On the way four men of the party which had massacred the others met the European, and beating off the men whom I had sent, took him prisoner. In a very short time as many as forty arrived at the spot, and killed the European with swords and spears. This must have been four or five days after the massacre.

The European was about my height, with dark brown hair; no hair on his face. He had no shoes on, nor any clothing except a short pair of trousers reaching from the waist to the knee; these were black. His age appeared to be from 20 to 22 years.

The name of the nacoda was Mahommed bin Seroor. I do not know the name of the budeen, but it belonged to the Island of Maseerah; it was laden with slaves and grain from Zanzibar to Maculla. It was more the fault of the sailors than the nacoda that the man was not received on board; if the former had consented, the latter would not have objected.

On the day that I heard the news of the massacre, but before the European reached Asseer, we saw a steamer which appeared to be going towards Aden.

Before me, this 29th day of October, 1862.

(Signed) R. L. PLAYFAIR.

Inclosure 4 in No. 135.

Orders addressed to Sub-Lieutenant Fountaine.

Memo.

"Penguin," off Cuama, September 1, 1862.

YOU will take command of the port-cutter and whaler, and proceed to watch the coast for the suppression of the Slave Trade between Kwyhoo Island and Juba River.

2. I expect to be at Port Durnford by the 14th of September, so after that date I wish you to call there every third day.

3. In the event of your making seizure of vessels or dhows with slaves in, you will detain them at Port Durnford until my arrival.

4. If you find any dhows deserted having in them clear and incontestable evidence of having been recently employed in the Slave Trade, you will burn them, after taking careful measurement, and bring away with you such things as stamp their calling to be that of a slaver.

(Signed)

J. G. G. McHARDY, *Lieutenant Commanding.*

Inclosure 5 in No. 135.

Standing Orders to Officers on Detached Boat Service.

TO preserve the health of the minds and bodies of your crews is to be your first consideration ; to obtain this all-important object, it is necessary that the spirit of the following instructions be carefully acted up to:—

1. Directly rain-awnings are furled in the morning, every man to be seen take a dose of quinine.
2. Unless some very good reason for the contrary, breakfast and tea to be cooked regularly morning and evening, no matter under what difficulties, as it is most essential to the health of Englishmen that they should have a warm beverage morning and evening, more particularly in this climate: without this being attended to you will very soon have discontent, for good living is as necessary for preserving the health of the mind as the body.
3. The men are to wash themselves, clean the boat out, and shift into day clothing every morning after breakfast.
4. Rain-awnings to be spread during rain, and immediately after sunset, when the service will permit.
5. In wet weather blanket clothing to be worn, every favourable opportunity being taken to dry and air the same, and when it has been necessary to expose the crews to the wet I recommend a small quantity of spirits (about a quarter of a gill) being served out.
6. You will never, if possibly to be avoided, anchor in the rivers for the night, but outside. If obliged to remain in a river during the night, you will, if possible, anchor off a sandy spit, or in the widest place you can find, and as near the centre as possible.
7. You will discourage growling and squabbling, and encourage singing, or any innocent amusements that you can devise to relieve the monotony of boat-cruizing.
8. Any man misconducting himself while on detached service will incur my displeasure to a far greater extent than if the same misconduct took place on board the ship; while, on the other hand, any man recommended to my notice for a cheerful and zealous performance of his duty while detached, thereby tending to lighten the responsible and arduous duties of the officer in charge, may feel certain that I shall avail myself of the first opportunity that may occur to show my approbation.
8. I rely with confidence upon your zeal in carrying out these instructions, for upon your exertions mainly depend the health of the crews, and, therefore, efficiency of the ship.

(Signed) J. G. G. McHARDY, *Lieutenant Commanding.*

Inclosure 6 in No. 135.

List of "Penguin's" Boats' Crews, showing how they were Armed when they left the Ship on the 1st September, 1862.

Cutter.—Armed with 12-pounder rocket-tube. Containing Sub-Lieutenant Fountaine, armed with sword; William Mitchell, Quartermaster, with cutlass and revolver; John Kemp, A. B., with cutlass and revolver; John Pratt, A. B., with cutlass and revolver; James Watson, A. B., with rifle and sword-bayonet; Henry Stole, A. B., with rifle and sword-bayonet; Charles Kennedy, ordinary, with rifle and sword-bayonet; John Childs, 1st class boy, with rifle and sword bayonet; George Horton, private, Royal Marines, with rifle and bayonet; Charles Foley, private, Royal Marines, with rifle and bayonet.

Whaler.—Containing John Carpenter, gunner's mate, armed with cutlass and revolver; William H. Williams, A. B., with rifle and sword-bayonet; Martin Foley, A. B., with rifle and sword-bayonet; Richard Heath, A. B., with cutlass and revolver; Arthur Mathews, ordinary, with cutlass and revolver.

(Signed) J. G. G. McHARDY, *Lieutenant Commanding.*

List of Provisions in the "Penguin's" Boats when they left the Ship on the 1st of September, 1862.

Water, 54 gallons; biscuit, 253 lbs.; peas, none; pork, 102 lbs.; spirits, 5 gallons and 15 gills; sugar, 46½ lbs.; chocolate, 20 lbs. 10 oz.; tea, 5 lbs. 2 oz.; lemon juice, 5 lbs. 2 oz.

Government money 10*l*.

(Signed) J. G. G. McHARDY, *Lieutenant Commanding.*

NORTH AMERICA AND WEST INDIA STATION.

No. 136.

Vice-Admiral Sir A. Milne to the Secretary to the Admiralty.

Sir,

"Nile," at Bermuda, March 8, 1862.

I BEG to transmit, for their Lordships' information, a despatch from Captain Hillyar, of Her Majesty's ship "Cadmus," dated the 10th ultimo, and its inclosure, giving details of his having captured, on strong suspicion of being engaged in the Slave Trade, a brig named the "*Laura*," under British colours, and with a provisional British registry from Her Britannic Majesty's Consul-General at Havana.

2. Captain Hillyar subsequently reports to me, under date of the 17th ultimo, that on Wednesday, the 12th instant, the "captain, officers, and crew of the brig '*Laura*' were convicted before the Magistrate, Mr. Black, of having been engaged in the Slave Trade, and removed to prison (bail refused), for trial at the Court to be held on the 4th March, 1862, and that myself and several other witnesses are bound over, with the penalty of 50*l.* each, to prosecute the said captain and crew in the name of Her Majesty on the 4th proximo.

I have, &c.

(Signed) ALEX. MILNE.

Inclosure 1 in No. 136.

Captain Hillyar to Rear-Admiral Sir A. Milne.

Sir,

"Cadmus," St. John's, Antigua, February 10, 1862.

I HAVE the honour to inclose for your information copies of an affidavit concerning the capture of the brig "*Laura*," which will give you every information respecting her.

Owing to her bad sailing on a wind, and to prevent detention, I got up steam on the afternoon of the 22nd January, and took her in tow, arriving at English Harbour, Antigua, on the morning of the 24th, when the cargo was cleared alongside dockyard for a general and efficient search being made as to its description.

I immediately reported her arrival to the Governor, and commenced proceedings against her and crew in the Court at St. John's. Up to this date they have been daily engaged at the Police Court, lodging criminal proceedings against the captain, officers, and crew for felony. The vessel and crew were placed in the Vice-Admiralty Prize Court the 7th February.

On the 3rd instant, the wind being variable and light, I got up steam in two boilers, and with the brig in tow proceeded to St. John's, where she was placed in charge of the Marshal of the Admiralty Court, one officer and four seamen remaining on board. Her sailing under the British colours will, I fear, make it a long and serious business, as the crew are at present confined in jail awaiting their trial.

If I can possibly get away, it is my intention to proceed to St. Thomas, for the purpose of getting more information concerning her, and of procuring provisions, which are not procurable at this port

I have, &c.

(Signed) H. S. HILLYAR.

Inclosure 2 in No. 136.

Affidavit of Captain Hillyar.

In the Vice-Admiralty Court.

Our Sovereign Lady the Queen against the ship or vessel called the "*Laura*," whereof Nicolas Dionissis was Master, her tackle, apparel, and furniture, stores, goods, wares, and merchandize seized by Henry Schank Hillyar, Esq., C.B., Captain of Her Majesty's ship "Cadmus."

APPEARED personally Henry Schank Hillyar, Esq., C.B., Commander of Her Majesty's ship "Cadmus," and made oath:—

That on Tuesday the 7th day of January instant he arrived with the said ship "Cadmus" at the Danish Island of St. Thomas, and on his landing at said Island of St. Thomas, he was met by Her Britannic Majesty's Consul, R. B. Lamb, at St. Thomas, who gave his deponent a letter which had been addressed by Joseph T. Crawford, Esq., Her Britannic Majesty's Consul-General at the Havana, in the Island of Cuba, to him, the said R. B. Lamb, a copy of which said letter, and under the Consular seal of the Island of St. Thomas, is hereunto

annexed, and marked with the letter A, and that the said R. B. Lamb pointed out to this deponent the said brig "*Laura*," which was lying in the harbour of St. Thomas, at a short distance from Her Majesty's said ship "*Cadmus*," and as a vessel preparing and fitting out for a Slave Trade adventure; whereupon this deponent gave orders that the strictest watch should be kept upon the said brig, and that on the stern of the said brig, in painting, only the name "*Laura*," without the name of her port of registry or any other port being added thereto.

2. And he further made oath that the said brig took in and shipped large quantities, about 100 tons of goods and stores, at the said Island of St. Thomas, as will appear by the list of such goods and stores, hereunto annexed, and numbered 1, 2, 3, 4, 5, as being five of the documents or papers delivered up relative to said brig.

3. And he further made oath that the said brig got under way and sailed out of said harbour of St. Thomas at about half-past 6 o'clock on the morning of the 20th day of January instant, under British colours, and steered away on the port tack, the wind blowing at that time easterly, and that at about 10 o'clock on the morning of the same day this deponent, thinking that the said brig had got fairly to sea, and that he could cut her off and capture her before she could get into waters which would afford protection to her, weighed under all steam out of the said harbour of St. Thomas, and as soon as he got outside the harbour, made all plain sail, the wind still being easterly, and the direction taken by him, this deponent, being south-east, and within a very short time after clearing the small islands in the neighbourhood of St. Thomas, this deponent caught sight of the said brig standing away and steering about south-east, she being at that time about eight or ten miles from Her Majesty's said ship "*Cadmus*," and immediately upon catching sight of the said brig, this deponent gave chase to her, and that during the time that this deponent was chasing her, he noticed that twice the said brig altered her course as if for the purpose of increasing the brig's speed and nearing the Island of St. Croix, and thereby obtaining the protection of the waters of that island, there having been no change of wind which rendered necessary such alteration of the said brig's course, and that as often as the said brig altered her course, this deponent altered the course of Her Majesty's said ship "*Cadmus*," for the purpose of nearing the said brig, and that the said brig, seeing that Her Majesty's said ship "*Cadmus*" was nearing her very fast, either tacked or wore and stood on the starboard tack; and upon closing the said brig, this deponent fired a blank gun to leeward, upon which the said brig's mainsail was hauled up, and this deponent tacked, hailing the said brig, and at the same time directing the captain of the said brig to shorten sail and heave to, and this deponent told the captain of the said brig that an officer of Her Majesty's said ship "*Cadmus*" would be sent to board the said brig.

4. And he further made oath that Neale Dottin Fonnereau Lillingston, Esq., the First Lieutenant of Her Majesty's said ship "*Cadmus*," received his orders from this deponent to board the said brig, examine her papers, and to report upon her papers and cargo, which the said Neale Dottin Fonnereau Lillingston accordingly did, and a true copy of his report is hereunto annexed, marked with the letter B, and which report this deponent verily believes to be correct.

5. And he further made oath that the said brig had on board a certain amount of scantling and planks, which are of the length and description used for the purpose of fitting and preparing a spare or slave-deck, there being no account among the papers of said brig of such scantling or planks being on board thereof, and the captain of the said brig having no manifest of such scantling and planks as cargo shipped on board the said brig, the same having been shipped at St. Thomas, and that on a list of his goods and cargo being demanded from the captain of the said brig he made out such list and handed it to the First Lieutenant, Neale Dottin Fonnereau Lillingston, and is hereto annexed as one of the writings and documents delivered up relative to the said ship, and numbered.

6. And he further made oath that there was found on board the said brig a certain quantity of fire-bricks and other bricks, such as he verily believes are commonly laid on the deck of vessels engaged in the African Slave Trade for the purpose of laying thereon the fire-places and fires at and by which the food for the slaves is cooked, and that there was also found on board the said brig certain iron bars which, with a common fish-kettle, would afford and be the means of cooking the food of slaves.

7. And he further made oath that the said brig has on board three wooden tanks, each containing 600 gallons of water, and two more tanks of the same size in pieces, and ready to be set up for use, and nine casks, containing, on an average, 240 gallons of water each, the said brig thereby having water, and means of carrying water, ready at hand for immediate use to the extent of about 20 tons of water, which this deponent considers to be a far larger quantity of water than is required and usually carried on a legal and ordinary voyage by a merchantman.

8. And he further made oath that on board the said brig were found 42 horns such as this deponent has been informed, and verily believes, are generally employed and used on board vessels engaged in the Slave Trade for the purpose of handing round water to the slaves.

9. And he further made oath that on board the said brig "*Laura*" were found 121 pipes of rum, and 200 barrels of rum, 1 box containing 10,000 cigars, 100 barrels of salt, which this deponent hath been informed, and verily believes, are staple articles of commerce for sale on the coast of Africa, and commonly and generally given as barter in the purchase of slaves on the said coast of Africa.

10. And he further made oath, that the said Nicolas Dionissis, the Captain of the said brig "*Laura*" (as this deponent hath been informed, and verily believes), said to the said First Lieutenant, Neale Dottin Fonnereau Lillingston, in the presence of Alexander McKecheaie, a midshipman of Her Majesty's said ship "*Cadmus*," that if he did not succeed in selling his cargo at the Swedish Island of St. Bartholomew, to which he was bound from St. Thomas, he should go on to St. Helena; and on being asked by the said Neale Dottin Fonnereau Lillingston if he, the said Nicolas Dionissis, supposed that he would find a market for the things he had on board the said brig at St. Helena, he, the said Nicolas Dionissis, then said in the presence of James Tugwell, a seaman, on board Her Majesty's said ship "*Cadmus*," that he was not certain of going to St. Helena, he might go to Port of Spain, of the Island of Trinidad, and, in fact, the goods on board were shipped on speculation, and that he, the said Nicolas Dionissis, was looking for a market.

11. And he further made oath, that there was on board the said brig an American "jack," and that this deponent hath been informed, and verily believes, that the said Nicolas Dionissis told the said Neale Dottin Fonnereau Lillingston that he had also on board an American ensign, which has not, however, been since found; and that he hath been informed, and verily believes, that the said brig was purchased at Havana by her present Captain and owner, who this deponent hath been informed, and verily believes, has never before sailed under English colours, and that the reason of the said Nicolas Dionissis availing himself of an opportunity of sailing under English colours, was for the purpose of thereby obtaining protection from capture by the men-of-war of the Federal States of North America, the said brig being originally a New Orleans vessel, and thus being of and belonging to a port of the Confederate States of South America, and then liable to capture by a man-of-war of the Northern Federal States, in consequence of the war now being carried on between the said Federal and Confederate States.

12. And he further made oath, that the agreement for service made by the seamen engaged on board the said brig, as shown by the writing or document delivered up as relative to the said ship, and hereto annexed, and marked with the letter , is not such as this deponent hath been informed is legal and usual, there not being specified in such agreement for what particular voyage or for what space of time the said seamen are to serve on board the said brig "*Laura*," and that on the said brig "*Laura*" being seized by this deponent, there were found on board of her two men more than the number mentioned in the muster-roll subjoined to the said agreement of the seamen to serve on board the said brig, and whose names are not mentioned in the said muster-roll, as this deponent can discover.

13. And he further made oath, that the said brig is built and fitted up in the most finished and expensive style, and wholly unsuited to trading among the islands, and that the whole of the said brig's cargo and general equipment is suitable and usual in vessels engaged in the African Slave Trade, and that the rate of wages payable to the cook and steward especially, and to the crew of the said brig, as appears from the said brig's articles, is extravagantly high, and much above the rate of wages in the legal mercantile marine.

14. And he further made oath, that it appears from the report annexed hereto, and marked E, made to him by the carpenter of the said "*Cadmus*," and which report he verily believes to be correct, that the scantling and planks and boards found on board said brig corresponds in quantity and length to length and breadth of said brig, and of the area of her holds and her requirements for a second or slave deck, and that the crew of the said brig slept on deck in bunks fitted up for the purpose, and not in the forecabin as is usual in merchant-vessels, thus having more room for a second or slave deck; and that there was on board said brig a large supply of new canvass, and that this would answer instead of matting for slaves to sit upon, and several hundred of empty demijohns, which could be used for landing the rum on board, thus leaving the casks and barrels containing that rum available for water.

15. And he further made oath, that the hatches of the said brig are not divided into two parts or portions, as is usually the case on board ordinary merchant-vessels engaged on a legal Traffic, but that the main hatchway is covered in by means of four divisions or pieces, thereby affording the Captain an opportunity of removing one of such pieces for the purpose of admitting air to the hold or lower deck of the said brig, without having too great an opening, which this deponent hath been informed, and verily believes, would be one of the methods adopted for ventilating the deck or space on or in which would be placed and confined the slaves.

16. And he further made oath, that among the papers delivered up by the said Captain of said brig, annexed hereto as delivered up, is the Provisional Registry (marked F) of said brig, under the seal of Her Britannic Majesty's Consul-General for the Island of Cuba, and the declaration of ownership annexed thereto, whereby it appears that the said brig is registered as a British vessel; and the said Dionissis declared himself a British subject and sole owner and master of said vessel.

17. And he further made oath, that among the papers delivered up by the said Captain of the said brig is the papers or clearance from St. Thomas, annexed hereto, as delivered up and marked with the letter ; and that it appears from said clearance that the said brig left St. Thomas laden with provisions and salt for the Island of St. Bartholomew; and that no mention is made in said clearance of the various other articles hereinbefore as mentioned; that upon the seizure of the said brig the hatches were fastened down according to the regulations of the service, and the hold thereby rendered secure and inaccessible as was supposed; and that the Captain of the said brig and his officers were allowed to remain on board, and use his cabin; but that lately a private and unsuspected communication through a sliding or panel door was discovered, between the Captain's cabin in said brig and that part of said brig which in slave-vessels fitted up with a lower or slave deck forms the compartment in which the female slaves are confined, and that such a communication is usual and customary in slave-vessels, and made for the purpose of enabling the Captains of slaves to be familiar with such of the female slaves as they may fancy; but that such a communication between the Captain's cabin and the hold is unknown in vessels of the legal mercantile marine, and that through this private mode of communication the Captain of the said brig has had access to the hold thereof, and an easy mode of destroying evidence which might contribute materially to the condemnation of the said brig as a slaver.

18. And he further made oath, that there was also found on board said brig a very large and undue supply of firewood; and that all the papers and documents delivered up by the said Captain of the said brig are annexed hereto as delivered up, and among the rest one, marked G, purporting to be a receipt for 4,500 dollars, as the purchase money of the said brig, then bearing the name of "*Ida Raynes*," and dated Havana, October 1861, but that such sum is much too small to represent the value of the said brig.

19. And he further made oath, that annexed hereto, and marked with the letter H, as one of the papers and documents delivered up, is the log-book of the said brig, which commences with the departure of the said brig from the port of Havana on the 2nd of December last, 1861, and ends with the 25th of January, 1862, but that said log-book contains no mention of any cargo shipped there at Havana, or at St. Thomas; and that from the 1st day of January instant, on which, as appears from said log, the said brig arrived at St. Thomas, to the 26th day of January instant, when said brig left St. Thomas, the said log is a blank, contrary to the customary and usual mode of keeping log on board a merchant-vessel.

20. And he further made oath, that there are two hatchways on the said brig's deck; one of these is new, very recently cut, and was not built in said ship, and quite unsuited to the purposes of loading and unloading cargo, a large ship's beam traversing the centre of said hatchway; and said new hatchway is covered with a companion-hatch fitted with sliding-doors, and which would enable, and was intended to permit, the said hatchway to be kept open for ventilation in the heaviest sea, and thereby superseding the necessity for gratings being declared by law, as this deponent is advised and believes, *prima facie* evidence of the vessel in which they are used, being fitted for being employed in the African Slave Trade; and that the said vessel being manifestly fitted and equipped for being employed in the African Slave Trade, and her cargo, provisions, and supplies having been shipped for and suited to such employment contrary to the laws enacted for and relating to the abolition of the Slave Trade, this deponent, the Captain of Her Majesty's said ship "*Cadmus*," did thereupon seize the vessel and cargo, being authorized by his Commission in Her Majesty's navy so to do, as liable to forfeiture to Her Majesty, and brought the same into the port of English Harbour in this island.

21. And he further made oath, that the papers, writings, and documents, hereunto annexed and marked with the respective letters and numbers hereinbefore mentioned are the whole of the papers, writings, and documents which were found on board or delivered up, relative to the said ship or cargo, and that they are in the same plight and condition as when received by this deponent, saving the numbering and lettering thereof, without any addition or subduction whatsoever.

22. And lastly this deponent made oath, that it appears by the said ship's papers that the said Nicolas Dionissis, the Captain of the said brig, is the sole owner of said ship and cargo.

On the 26th day of , 1862, the said Henry Schank Hillyar was sworn to the truth of this affidavit.

No. 137.

Vice-Admiral Sir A. Milne to the Secretary to the Admiralty.

(Extract.)

March 24, 1862.

CAPTAIN HILLYAR, of the "Cadmus," under date the 12th instant, informs me, in regard to the case of the "Laura," that on the 5th instant criminal proceedings were proceeded with (at Antigua) against the captain, officers, and crew of the brig "Laura," before the Grand Jury, who found a true bill against them for felony.

Proceedings are still going on in the Vice-Admiralty Court, which at the present very slow rate it is impossible to know when they will terminate. This day we have commenced to discharge the perishable cargo of the "Laura," in pursuance of an order given by the Judge.

I beg to inclose a copy of a letter I sent to the Attorney-General in consequence of the delay.

Trusting my proceedings will meet with your approval, &c.

Inclosure in No. 137.

Captain Hillyar to the Attorney-General, Antigua.

Sir,

"Cadmus," St. John's, March 8, 1862.

I HAVE the honour to report to you, as Her Majesty's Attorney-General, the very great and serious inconvenience which occurs to Her Majesty's service by the detention of Her Majesty's ship under my command being kept so long idle, waiting the trial of the officers and crew of the brig "Laura," brought by me to this island for adjudication, as suspected of being engaged in the Slave Trade, under British colours, and against whom a true bill on all points was found by the Grand Jury on the 7th instant.

I well know the difficulty of this case, but most earnestly remind you of the fact that the "Cadmus" is the only man-of-war on this part of the station, and that in these critical times her presence is absolutely required in other parts, and that to further the good of Her Majesty's service the trial of the "Laura," captain, officers, and crew, should be brought to an issue at the earliest moment consistent with law.

With regard to the perishable stores and cargo of the "Laura," I consider it right and just they should be landed and sold for the good of all parties concerned, but I must and do strongly protest against the larding of the bulk of the cargo, viz., nearly 400 pipes and barrels of rum, 100 barrels of salt and salt provisions, which are perfectly safe and in good condition on board the "Laura," and which can only be landed at a very heavy cost, not only for stowage, but for damage done by landing, and which, should the "Laura" not be condemned, will have to be re-shipped at the cost of the Crown.

I do not believe this has been properly brought to the notice of his Honour the Judge (Sir W. Snaggs), and have therefore to request that you will be pleased to lay this circumstance before him.

A copy of this letter will be forwarded for the information of the Commander-in-chief, and of the Lords Commissioners of the Admiralty.

I have, &c.

(Signed) H. S. HILLYAR.

No. 138.

Commander Wilson to Commodore Dunlop.

Sir,

"Spiteful," at Sea, June 1, 1862.

I HAVE the honour to report to you that on my arrival at the port of Truxillo, on the evening of the 28th May, I found at anchor a screw-steamer under Spanish colours, which, from information received by me shortly after anchoring, I considered myself justified in believing to be a slaver. I immediately waited upon his Excellency the Governor, and made him acquainted with my suspicions. He admitted that the vessel was there under very suspicious circumstances, and stated that the reason she had not been ordered to quit the port was that, having so slight a force at his disposal, he could not enforce his orders.

I informed him that I thought it was but right that her character should be properly ascertained, and the Governor at once agreed to her being searched, and appointed an officer then present to go on board, accompanied by Lieutenant Croke, for that purpose.

I considered it my duty to take this step, believing her to be a slaver, from the following circumstance:—

This vessel, I was informed, had arrived at Truxillo some eighteen days before in ballast, and immediately employed a number of men from the shore to clean out her holds, out of which a quantity of human excrement was reported to have been

taken, and the ship cleansed throughout. Some ten days after she had been at anchor, a brigantine under Spanish colours made her appearance off the port, and, on a private signal being exchanged (consisting of a white flag with a black ball) between the steamer and herself, she immediately ran alongside and supplied the steamer with coals, provisions, and a new captain and crew; the old crew were afterwards dispatched in two vessels belonging to Belize for Batabano, on the Cuban coast. I was informed by the Commandant's Aide-de-camp that the steamer was employed as a cattle-vessel between Truxillo and Batabano; this, however, was evidently a mis-statement, seeing that only vessels with a very light draught of water can enter the latter-named port. She had also cleared out from Matanzas for Matamoros, but had stated that she was endeavouring to get into an American port to ship a cargo of cotton, but she had been at sea for the space of ninety days, during which time there was no record whatever of her proceedings.

Lieutenant Croke, by my directions, repaired on board the next day, accompanied by the officer appointed by the Governor for the purpose of searching her; a report of their proceedings I have the honour to inclose.

On the afternoon of the 29th I had an interview with the Governor, and informed him, from the report I had received from these officers, my suspicions were more than confirmed; and that afternoon I made the communication No. 2, to which, on the following day, I received his Excellency's reply (Inclosure No. 3). It will be observed in the Governor's reply that he states Mr. Melhado had gone "beyond his limits, and entirely changed the meaning of his words;" this I do not for a moment believe; if it were so, why did not the Aide-de-camp, who spoke English well, point it out on the spot? Again, with reference to the production of the ship's log-book, the Governor assured me that he had not seen it, and that he did not know where it was. Further, he states in his letter that the reason of the vessel being supplied with coals, &c., and a new crew, was explained to me in the interview, which I must here most decidedly state is not the case, this having been a point which he was not only totally unable to explain away, but which he himself admitted was the very reason which had strongly excited his suspicions. It will also be seen that both captain and crew profess to be totally ignorant of the name of the owner.

I have the honour to inclose herewith the depositions of two of the most respectable merchants of the place, one of them being the American Consul. I also beg to forward copies of a correspondence which took place between myself and the Governor, and to state that, although the conviction was strong in my mind that this vessel was not only a slaver, but that she was again fitting for a voyage to the coast of Africa, and that the authorities of the port were in connivance therewith, I yet did not consider it compatible with my duty to take it upon myself to seize this vessel while lying under the protection of the Honduran flag.

I consider it to be due to Mr. Melhado to state that I am much indebted for his assistance in this matter, there being no properly accredited Consular Agent at this port. My thanks are due also to Mr. Prudot, the American Consul, who also came forward and offered his assistance on the occasion.

I take the earliest opportunity of forwarding this despatch to the Senior Officer, in order that no time may be lost in communicating the character of this vessel to Her Majesty's Government, and of intimating my suspicions that the port of Truxillo has been allowed to become a port for fitment of vessels engaged in the Slave Trade. On my return I looked in at the port of Truxillo, and found both steamer and brigantine had sailed.

I have, &c.
(Signed) WM. C. F. WILSON.

Inclosure 1 in No. 138.

Lieutenant Croke to Commander Wilson.

Sir,

IN compliance with your orders I proceeded, in company with the Fort Major of this town, to board and examine the steamer under Spanish colours at anchor in this port.

On going on board, the Captain, who stated his name to be Serapio Equidarer, informed me that she was the "*Noc d'Aqui*," from Matanzas to Matamoros. It appeared by a clearance from the former port, which he produced, that it was ninety days since she left Matanzas, and neither he nor his crew could tell in what manner the vessel had been employed during that period; neither could they assign any reason for her being in the port of Truxillo, having been sent from Cuba to join her in a brig laden with provisions and coals. The

"*Spiteful*," Truxillo, May 29, 1862.

former captain and part of the crew have proceeded to Cuba in an English schooner, and the remainder of the crew are on board the said brig now in harbour.

On my demanding the log-book and the requisite ship's papers none were found to be forthcoming, and captain and crew professed to be in entire ignorance of the name of her owners, or of his or their employers. Her engineer stated that he had come from the Havana to repair the engines. On my inquiring what were the defects, he could not particularize a single one, and then said the vessel was going to France for repairs.

I then proceeded to search her below, and found between 80 and 100 casks of what I suppose to be salt meat, also about 20 bales of sarsaparilla, and several bags of salt.

In consequence of her hatchway being piled up with sand, and the deck built on her bottom covered with about three feet of ashes, I was unable to search her minutely down below; nevertheless, I discovered some tin pannikins usually used in slavers.

Her holds (fore and after) had been thoroughly cleaned and whitewashed in this port by labourers from the shore, notwithstanding which, and the precaution her captain had taken of strewing ashes as before mentioned, a most offensive smell still existed, evidently arising from human filth.

On her main deck I found a considerable quantity of plank, which could not be requisite in a vessel with two regularly-built decks, and could only be used for bulkheads.

The captain stated her tonnage to be 356 tons, but my own opinion is that she is a vessel of at least 750 or 800 tons, including space occupied by engine-room and bunkers, which do not occupy 200 tons; but coals were stowed in every available part of the ship.

I remarked while in the engine-room that the plate bearing the name of the makers had been removed, and I could not ascertain who they were.

From the above stated suspicious circumstances relative to her proceedings since leaving Matanzas, and from having visited on the coast of Africa many vessels engaged in the Slave Trade, I am fully persuaded, and do not hesitate to offer it as my opinion (in which the Fort Major fully coincides), that she has not only already run a cargo of slaves, but is now about to proceed on a similar voyage.

I have, &c.
(Signed) J. N. CROKE.

Inclosure 2 in No. 138.

Commander Wilson to the Governor of Truxillo.

Sir,

"Spiteful," Truxillo, May 29, 1862.

HAVING on my arrival at this port discovered a steamer under Spanish colours at anchor, which I had every reason to believe was employed in the nefarious Traffic of slavery, I considered it my duty to call upon you and to represent the nature and character of the said vessel.

At an interview held with you and your officials which took place last night you admitted her to be a most suspicious vessel, but you stated that owing to the slight force at your disposal you had not considered it advisable to order her to quit the port, seeing that you could not enforce your orders.

At your suggestion an officer was appointed on your part, and I having appointed Lieutenant Croke on my part, the vessel was this morning examined and searched, and from the report of the officers above named no doubt remains on my mind that this vessel has carried a cargo of slaves, and is about to renew a voyage for the same purpose.

There are circumstances which place it beyond the possibility of a doubt that she is employed on an illicit Traffic; since her arrival in this port she has been supplied with coals, and a total change of crew and captain, by a vessel which brought them over from the Coast of Cuba, and which vessel is now at anchor under most suspicious circumstances. She possesses no clearance from her last port, and there is no documentary evidence to prove in what manner she has been employed since she left Matanzas for Matamoros, a period of ninety days, since she has a large quantity of provisions on board, for which neither captain nor crew can account. There is no log-book produced, and both captain and crew professed to be unaware of the name of the owner.

It is thus evident that a slaver has been permitted to remain in this port for a space of eighteen days, during which time no cognizance has been taken of the suspicious manner in which she has been acting. I shall therefore feel it my duty to represent to the Government I have the honour to serve the state of things at present existing in the port of Truxillo, and to state it as my opinion that this place has been allowed to become a port whence vessels may fit out for the Slave Trade.

I am warranted in believing that this is the case, as this vessel was never warned to quit the port, and has been receiving the same civilities and attentions as though she were a legal trader.

I beg to state that in my opinion the Government of Honduras, between whom and the English Government friendly relations at present exist, would be much compromised were the English Government aware that vessels suspected of being engaged in the Slave Trade were allowed to harbour in the port of Truxillo.

I therefore have to suggest that as you yourself have stated to me it is not in your power to enforce your orders, which is the only reason why you have not ordered this vessel to quit the port, that you will aid me in the suppression of Slave Traffic (which this vessel is now engaged in) by authorizing me to seize this vessel in this port. I beg to point out that there exists a mutual Treaty between Great Britain and Spain for the abolition of slavery, the flag of which latter country this vessel is now flying.

In case of your arriving at the decision of surrendering this steamer to Her Britannic Majesty's ship "Spiteful," I shall be prepared to place a crew on board to take her to Jamaica for adjudication.

I have, &c.
(Signed) WM. C. F. WILSON.

Inclosure 3 in No. 138.

The Governor of Truxillo to Commander Wilson.

(Translation.)

Sir,

Government House, Truxillo, May 30, 1862.

I HAVE the honour of answering your esteemed official letter of yesterday's date in the following manner:—

After the interview which took place the night before last in this Government House, in which interview

Mr. Wm. Melhado performed the office of interpreter, I had the displeasure of being informed by my Adjutant, the Lieutenant Cloter, that said interpreter not only went beyond his limits, but also entirely changed the meaning of the words. I did not doubt it from that moment, and it is now corroborated by your note, which alludes to words I did not use. The interview was to investigate the Spanish steamer "*Noc d'Aqui*," anchored in this port, and flying the flag of her nation.

It was for the Undersigned equally an honour and a pleasure to give to the Commandant of Her Britannic Majesty's steamer the details which were in his knowledge, so as to clear up the suspicions which you had that the said steamer was employed in the criminal Traffic of Negroes.

For this purpose I agreed to your wishes, permitting the search of the steamer, which you desired to be done, by a subaltern officer, and showing you the most important papers with which she has been admitted into this port. Both things took place yesterday, and, as you will remember, in your presence I ordered the captain to be told to present to you the log-book, according to your desire, and it is yet in this office.

You have informed me that from the report of the searchers you have not the least doubt that this steamer has brought a cargo of slaves, and that she is ready to make another voyage of the same purport, which you infer from her having been supplied with coal and a new crew; the reason of this I have explained to you in the interview, as well as other remarks which your note contained,

The ninety days' voyage is explained in the log-book that was shown to me with the other papers of the vessel. The name of the owner or proprietor is in the register given by Her Catholic Majesty, on the 13th of May, 1860, and countersigned by her Minister of Marine with the Royal Seal; and in the muster-roll, if it is overlooked carefully, will be found her entries and departures in some ports of England. On this account she has been received in this port, and her captain has answered all my interrogatories; otherwise, as the Commander may rest assured, she would not have been admitted, as the laws and customs of this country are entirely opposed to it.

You conclude by asking me to deliver said Spanish steamer to Her Britannic Majesty's steamer "*Spiteful*," for which you are ready to put a crew on board of her and carry her to Jamaica to be confiscated.

Although I am well disposed to have the suspicions which are entertained cleared up, I am opposed to the delivery, because it would bring on my Government compromises and difficulties of immense importance.

I clearly and decisively said to you, on the night of our interview, that it should not be my measures that would put my Government in an international question with foreign Powers, among which is Great Britain, with whom she has the most friendly relations.

The Undersigned concludes, informing the Commander that I will put the whole affair in the knowledge of my Government, and that it is a pleasure for him to reiterate the sentiments of esteem with which he subscribes himself, &c.

(Signed) A. FONSECA.

Inclosure 4 in No. 138.

Certificate.

WE, the Undersigned, merchants of Truxillo, do hereby certify that the steamer now laying in this port arrived here under most suspicious circumstances, and we are of opinion that she has already been employed carrying slaves, and is about to proceed on another similar voyage; and what confirms this opinion is, that many men from this shore have been employed on board in cleaning the hold, where we have been made to understand that a large quantity of human filth was taken out, and white lime thrown down as a disinfectant. Furthermore, the said steamer arrived here in ballast, and after remaining some time a brig came off this port, and on the steamer making her out a white flag with black ball was placed as the private signal, when brig immediately went alongside and delivered her cargo, consisting of coals and provisions, and a new captain and crew for said steamer, the old crew having been shipped as passengers on board the schooner "*Dolphin*" and brig "*Kate*" bound for Batabano. We, therefore, are convinced that, unless some repressive measures are taken, this coast will rapidly become a place where slavery will be carried on, and this port allowed to become a port of fitment for vessels about to proceed in this nefarious Traffic.

Mr. Edward Prudot, one of the Undersigned, and the appointed Government Measurer for Tonnage, is of opinion that the said steamer is, at least, 700 tons, whereas she is represented to be only 350 tons, and he had no orders from the Collector of Customs to measure her.

In witness whereof we hereto attach our respective signatures.

Truxillo, May 30, 1862.

(Signed) C. PRUDOT.
WM. MELHADO.

Inclosure 5 in No. 138.

Evidence taken in the presence of Messrs. Prudot and Melhado, Merchants of Truxillo

ALFRED LEE makes the following statement:—

That he was employed to work on board the brig which arrived in this port on the 23rd with a cargo of coals and provisions, and a new crew and captain for the steamer, anchored in this port; that during the time on board the brig that one of the officers of steamer asked if he would like to be employed on board the steamer as fireman. He replied, yes; but would desire to know to what port she was bound, and also at what rate they would pay. The officer replied that the rates in Havana were 30 to 40 dollars, but on board the vessel higher rates would be given, and he would like to get three more men from shore in the same capacity; he also stated that he could not say to what port the steamer was bound; that he (Lee) was afterwards employed as a labourer on board the steamer, and was ordered down in the after-hold to stow away coals, and during the time he was down there, and having been in the African trade was aroused at seeing a large quantity of pans and several barrels of tin-pots, and also a very large galley for the size of the vessel; he was also offered 150 dollars advance to go if he would ship, which he declined, having been convinced from all he saw that she was bound for the coast of Africa. It was urged by the officer that sailors have no right to inquire to what port vessels are bound, but that he would guarantee him that if the vessel made a safe voyage that he would at the ship's expense return him to Havana.

Truxillo, May 30, 1862.

(Signed) C. PRUDOT.
WM. MELHADO.

Inclosure 6 in No. 138.

Commander Wilson to the Governor of Truxillo.

Sir,

"Spiteful," Truxillo, May 30, 1862.

I HAVE the honour to acknowledge the receipt of your letter of this day's date, and in reply thereto I beg to inform you that I consider it contains a number of statements quite at variance with the facts of the case; therefore no other course is now open to me but the one of forwarding to Her Britannic Majesty's Government, through the proper channel, the representations I have made to you, together with the proofs which lead me to believe the steamer in question is engaged in an illegal traffic, which opinion I still continue to maintain.

I have, &c.

(Signed)

WM. C. F. WILSON.

No. 139.

Commander Hickley to Vice-Admiral Sir A. Milne.

Sir,

"Greyhound," Nassau, June 5, 1862.

I HAVE the honour to inform you that, having left Nassau under sail, on Sunday, the 25th May, I proceeded *en route* for Anguilla Islands, and on rounding Stirrup Key I exchanged colours with a United States' man-of-war steamer at anchor three and a-half to four miles to the westward of the Key, and, the weather becoming unusually squally, thick, and threatening, the wind being foul, I came-to, to ensure position from the effects of the Florida Stream, the same evening, under the Great Isaacs.

2. The weather moderating the following morning, I proceeded under steam, and, anchoring at Anguilla Island at noon on Tuesday, the 27th, landed forthwith all boats' crews and searched it to the north-west, commencing about three-quarters of a mile from its south-east end, and found nothing but the effects of recent bush-burning, and places where temporary wells had been sunk.

3. On the 28th I steamed along the coast of the northernmost island to examine it, and, being treeless and low, I could see very definitely and satisfactorily every object with a glass from the mast-head, so did not land, being persuaded that it would be only loss of time to do so, but proceeded back to the last anchorage and landed another party to search the remaining south-east portion of the south island and at 5 P.M. succeeded in finding three Spaniards secreted in the centre of the island, in the thickest of the woods, being in two huts, who described themselves as fishermen, but their appearance, possessions, wardrobe, &c., quite contradicting this, I sent them on board the ship as prisoners, for the ultimate purpose of bringing them to Nassau to be dealt with by the Governor.

4. At 6 on the following morning I observed a schooner acting suspiciously, standing in for the land, and on making us out, edging away again, and, as she increased her distance, edging more away, I made sail in chase over the Cay Lal Bank, getting steam up meanwhile, and, overhauling her, found her to be a large Spanish coasting-schooner, from Havana, with water-casks, rice, salt fish, &c., on board, but not a full cargo, bound for Paros, on the coast of Cuba. I have little doubt that she was actually coming to land her cargo on Anguilla for slave purposes, but her papers being clear, and not anything to detain her legally, I was reluctantly obliged to let her go, as I believe she had been chartered by the prisoners to complete one part of their arrangements.

5. I returned again to the anchorage to make further search for arms, &c., and taking off all articles already found, and succeeding in the discovery of a musket, a double-barrel pistol, and a fowling-piece, hid in the bushes. The boats returned at sunset.

6. On the 30th, not to leave anything undone now the ship was on this service, I again landed with a strong party, and, men lining the beach on the south, advanced to the north side of the island, in hail of each other, and keeping each the direct course through his own ground, the thicket being quite impervious at some points except by crawling on hands and knees, and in all parts exceedingly difficult to pass through. This manœuvre was completed twice, and resulted in finding more water-casks of water, slave mess-tubs, spoons, and a 30-foot gig, all stowed away most cleverly, but no more arms, which I had hoped to find. The gig was only seen by firing the bush, and was in flames to such an extent that attempting to save her was useless, likewise most of the tubs, with the exception of a few, which, with a large number of spoons, were succeeded in being saved as a testimony against the prisoners.

7. The search being now completed, and the boats returning at sunset, I weighed and proceeded in chase of a brig at anchor on the bank, and at 9 boarded the Spanish ship "*Æolus*," bound to the Havana from Brazils and Porto Rico; and having searched her, I released her the following morning, and, waiting wind myself, remained at anchor until 3 P.M., when I weighed under sail to a light air from the northward, which falling soon after, I steamed up the Florida Stream, making my way back to Nassau, where after having anchored at the Great Isaacs, Stirrup Key, and Berry Bank, on account of the unusually thick, squally, and unsettled weather, I have the honour to report my arrival this day with the three prisoners, their huts being burned, their money, books, papers, and ammunition being in my possession, their clothes and necessary personal property being given to them, as also a sufficient quantity of their supplies for their own use; the remaining portion of the eatables having been served out to the ship's messes.

8. Among the prisoners' papers being compasses, protractors, navigation, and work books, I have the honour to express my opinion that the three prisoners are the captain and mates, or mate and supercargo, of a slaver to be fitted out from the Anguilla Islands, where, having previously accumulated the necessary supplies, the vessel herself with her crew, by the preconcerted signal of firing a large portion of the bush, arrives, and all arrangements are made for the voyage for procuring, as well as for disembarking, negroes,

9. There are indications of these fires in many parts of the island, which could be easily seen by a vessel off, if not on, the coast of Cuba, and the slaves are then, I conclude, run in steamers or small schooners to the cays adjacent, or the port of Cardenas; everything in the position of the look-out place, the prisoners having a green signal light, the cleverly contrived standing of the huts, the labyrinth-like arrangements of the paths themselves, and their completely blind appearance to a stranger, induce me to take this opportunity to bring to your notice the fact that the Southern Anguilla is a regular fair-way for the Spanish Slave Trade, and that it bears its own evidence to the fact.

I have, &c.
(Signed) H. D. HICKLEY.

"Nile," at Halifax, June 23, 1862.

TRANSMITTED for their Lordships' information with reference to my letter of the 18th September last, and to previous correspondence on the subject of these cays being made use of as a slave-depôt. By my letter of the 28th April, their Lordships will have learnt that the "*Landrail*" has been cruising for the suppression of the Slave Trade in their vicinity.

(Signed) ALEX. MILNE.

No. 140.

Commodore Dunlop to Vice-Admiral Sir A. Milne.

Sir,

"*Imaum*," at Jamaica, June 22, 1862.

I HAVE the honour to transmit herewith, for your consideration, copy of a letter from Commander Wilson, of Her Majesty's ship "*Spiteful*,"* inclosing copies of a correspondence between him and the Governor of Truxillo, relative to a Spanish steamer lying at that port supposed to be a slaver.

2. As it appears to me that the Governor of Truxillo did not act with the energy which he ought to have shown, I shall transmit a copy of this correspondence to Her Majesty's Minister at Guatemala, with a view to his conduct being inquired into.

3. In consequence of this correspondence it is my intention to send a vessel as often as possible to Truxillo and the coast of Honduras to watch proceedings.

I am, &c.
(Signed) HUGH DUNLOP.

* No. 138 and Inclosures.

Class B.

CORRESPONDENCE

WITH

BRITISH MINISTERS AND AGENTS

IN

FOREIGN COUNTRIES,

AND WITH

FOREIGN MINISTERS IN ENGLAND,

RELATING TO

THE SLAVE TRADE.

From January 1 to December 31, 1862.

Presented to both Houses of Parliament by Command of Her Majesty.
1863.

LONDON:

PRINTED BY HARRISON AND SONS.

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Class B.

CORRESPONDENCE

WITH

FOREIGN POWERS.

AFRICA. (*Consular*)—*Bight of Benin.*

No. 1.

Acting Consul Mc Coskry to Earl Russell.—(Received January 10, 1862.)

My Lord,

Lagos, December 2, 1861.

I AM sorry to have to report that, since the visit of Captain Bedingfeld to Abbeokuta, and only two days after the signature of the new Treaty with that officer, a human being was sacrificed in open day in Abbeokuta.

The Alake expresses his regret at the act, but confesses his inability to control his people; and I believe that we have heretofore attributed to him more influence and power than that to which he is entitled, Abbeokuta being composed of the refugees from numerous independent towns and territories, each having its representative town bearing its name in Abbeokuta. It is only for purposes of general interest that the Alake can be looked upon as representing the whole community: on all other occasions each town considers itself entitled to do as it would have done in its independent state, and it does so notwithstanding any promise of the Alake and Elders to the contrary; in fact, any Treaty with Abbeokuta should be signed not only by the Alake and his Chiefs, but by the heads of the different townships and their Chiefs as well.

The Alake is extremely anxious that Mr. Townsend, the missionary, should return to Abbeokuta, and repeatedly urged Commander Bedingfeld to promise he would ask the Government to send him back.

Mr. Townsend is a person who possesses great influence over the Alake and people of Abbeokuta, and has been so long in the habit of directing the affairs of Abbeokuta, that he would not brook any interference; and between him and any Consular officer there, I should anticipate the recurrence of a similar struggle for the direction of affairs as that between the late Mr. Consul Campbell and the Rev. Mr. Gollmer, which was only ended by the latter being sent to Abbeokuta, where he could no longer interfere in the affairs of Lagos.

Mr. Samuel Crowther, junior, a son of the Rev. Samuel Crowther, now up the Niger, arrived here lately from England. This young man has his house and business in Abbeokuta, but the Alake and Chiefs will not permit him to go there on the ground that he has been instrumental in preventing the return of the Rev. Mr. Townsend. On the same grounds they will oppose the settlement in their territory of the emigrants from America, unless the Commissioners, Messrs. Campbell and Delany, succeed in re-establishing a better understanding.

I have failed in both cases in inducing the Alake and Chiefs to adopt any course more favourable to the parties concerned.

I have, &c.
(Signed) W. Mc COSKRY.

No. 2.

Acting Consul Mc Coskry to Earl Russell.—(Received January 10, 1862.)

(Extract.)

Lagos, December 5, 1861.

WE have taken some steps to reconcile the followers of the ex-King Kosoko with the people here, and I have no doubt with a little caution in a short time they may come here to trade without the smallest chance of any disturbance; in fact, the people under Kosoko have lately manifested the greatest friendship to us, and more deference to our authority than many of the people of Lagos. They have at Palma established a port from which they export over 500 tons of palm oil; if they were permitted to come to Lagos to trade the port of Palma would no longer be needed, the facilities for shipment being much greater here. Kosoko now having no hopes of again reigning in Lagos, can no longer have any object in keeping up feelings of animosity between his followers and the followers of his rival.

No. 3.

Acting Consul Mc Coskry to Earl Russell.—(Received January 10, 1862.)

My Lord,

Lagos, December 7, 1861.

SINCE writing my last despatch relating to Abbeokuta I have received from Commander Bedingfeld a letter reporting that the Alake and Chiefs have, in answer to a letter from him, given some explanations about the last human sacrifice, which under the circumstances we are bound to accept as satisfactory.

I transmit herewith three inclosures:—No. 1, Commander Bedingfeld's letter; No. 2, letter of Alake and Chiefs; and No. 3, letter of Christian converts in Abbeokuta in reference to the same subject.

I have also received to-day a letter from the Alake and Chiefs informing me that they have withdrawn their prohibition against the return of Mr. Samuel Crowther, jun., and requesting me to join Commander Bedingfeld in writing to England—they do not say to whom—that the Rev. Mr. Townsend should come out once more to see them.

I have, &c.
(Signed) W. Mc COSKRY.

Inclosure 1 in No. 3.

Commander Bedingfeld to Acting Consul Mc Coskry.

Sir,

"Prometheus," Lagos, December 6, 1861.

IN consequence of the report of the fresh case of human sacrifice at Abbeokuta, after signing the Agreement with me, I wrote to the Alake and Chiefs for an explanation, and I have now the honour to inclose a copy of a letter I have received from them and the Christian converts. Considering how little real power the Alake has, I think we must consider this reply as satisfactory, and if you approve of it I will write to that effect.

I have, &c.
(Signed) NORMAN B. BEDINGFELD.

Inclosure 2 in No. 3.

The Alake and Chiefs of Abbeokuta to Commander Bedingfeld.

Aké, November 29, 1861.

THE Alake and Chiefs send their respects to you and wish you health.

The Alake and Chiefs do thankfully acknowledge the receipt of your letter dated Lagos the 18th instant, and in reply to which they have to confess with regret, that in

reality another human sacrifice has been offered against their wish, and without their knowledge; and they beg to inform you that although they are the authorities of the town, there are some hundred townships in Abbeokuta, each of which had its King and Chiefs, whilst in their ruined towns each had its different way of worshipping its gods, and each town now manages its affairs here, and only an important case is usually brought before the Alake. Some of these towns offered human sacrifices annually, which other towns never did; this practice they have continued to carry on since, and they must be specially spoken to before they can be prevailed on to give it up.

When the Treaty was signed by the Alake and Chiefs the townpeople in general were not aware of it, and to make it known the Alake and Chiefs took at once into consideration the appointment of a fit day for a public meeting to be held when the purport of the Treaty would be publicly made known to all people, and ere this day arrived this human sacrifice had already taken place, which having come to the hearing of the Alake and Chiefs greatly grieved them, not only on account of the breach of the Treaty, but because it was done greatly against their wish; consequently the meeting day was deferred till the 27th instant, and a hasty reply to your letter also, according to request, has been postponed, for it has been resolved on not to return a reply till the meeting has been called, and the Treaty be rehearsed to the different townships, and their unanimous consent be received.

The meeting was subsequently held on the above-mentioned date; it was well attended both by the natives and Europeans. A strict order was then given, accompanied with threatening, to any township that may henceforth venture to offer human sacrifice. The assembly being asked whether they would keep the Treaty, all unanimously answered they would do so.

Having now been assured by the people in general, the Alake and Chiefs have, therefore, seized the first opportunity to express their utter ignorance of this act, and to inform you of the terms they have come to with the people respecting the same, and they have now solemnly promised to hinder those townships from any more offering human sacrifice, and strong measures will be taken with any township that would henceforth do it; and any town that may in future sacrifice human beings must either leave the town, otherwise the Alake will leave it for them.

(Signed)

THE ALAKE, his X mark.

APESI, of Eruroon, his X mark.

APESI, of Kenita, X his mark.

OKONLOMO, his X mark.

Written by me, D. Williams, by order of the King and Chiefs.

Inclosure 3 in No. 3.

Letter from Christian Converts at Abbeokuta to Commander Bedingfeld.

Aké, December 2, 1861.

WE, the Undersigned and Church people send our respects to you, and wish you health.

In consequence of the human sacrifice offered lately by one of the townships in Abbeokuta, and the news we have gathered from the King and Chiefs respecting it, we have been made to write you briefly and report the same to you, trusting it will meet with favourable reception.

When the news of this sacrifice came to our ears we went to the King and Chiefs and remonstrated with them on the subject; in return they expressed their utter ignorance of the act; asked us to be patient and see what would be done towards it; assured us that after making a strict law against it, any one that may in future break that law will be forced to leave the town.

According to the King and Chiefs' promise, the meeting was held on the 27th ultimo, when the Treaty was publicly rehearsed to the people, after which strict law was made against it, and to which all present gave their consent, and promised no more to do such thing.

Seeing and hearing the King and Chiefs and people, we are confident that they meant to keep their promise, for the King and Chiefs are very much against human sacrifice. Henceforth we would be watching their movements; whatever we see and hear we will always inform you of, and will never conceal this sin if committed by the King or townpeople.

The townships that are accustomed to offer human sacrifice are Igbein, Imo, Ikereku, and Owu.

We remain, &c.
(Signed) ISAAC OYEDALO.
JAMES FISHER.
JACOB OKUBOYE.
ABRAHAM OUTILO.
JOSHUA TOBO.
JOB ORIBASAN.
MATHEW OLUWOLE. ³⁰
THOMAS LEWU.
JAS. WRIGHT.
BENJAMIN SOTIGO.
JOSIAH SUMOLE.
JAS. SODERN.
&c. &c. &c.

No. 4.

Consul Freeman to Earl Russell.—(Received January 10, 1862.)

(Extract.)

Madeira, December 31, 1861.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 23rd instant, transmitting to me under flying seal two despatches to be forwarded to Dr. Baikie in command of the Niger expedition; instructing me, if possible, to reopen the communications which at one time existed between Lagos and the interior.

No. 5.

Acting Consul Mc Coskry to Earl Russell.—(Received February 10.)

(Extract.)

Lagos, January 6, 1862.

THE state at Porto Novo is satisfactory; trade is uninterrupted, and the King pays the greatest attention to his last Treaty engagements, although the situation of his territory and the advice of the slave-dealers in his neighbourhood are inducements to the contrary.

The war before Ijaye languishes, and is not prosecuted on either side with any spirit; it would almost seem as if without new exciting causes it might die out.

I have no authentic information of any projected movements of Dahomey, but as the export Slave Trade from his ports continues uninterrupted he must have in view some operation for a supply of slaves.

No. 6.

Acting Consul Mc Coskry to Earl Russell.—(Received February 10.)

(Extract.)

Lagos, January 7, 1862.

I HAVE the honour to inform your Lordship that in pursuance of the policy of amalgamating under our protection the people of Kosoko in Epé, and those of Docemo here, I concluded to try what effect a visit of the Chief Tapa from Epé would have on Docemo and his people. Tapa had expressed to Commander Bedingfeld, when he was at Epé, a great wish to see Lagos now, and a half promise had been given that, when circumstances permitted, he might come. This Chief has been found, throughout all our negotiations with Kosoko since his expulsion, a man fully to be depended upon, on account of his great good sense and his control, not only over his own retainers but over Kosoko himself. We had, therefore, nothing to apprehend by receiving him as a visitor for a few days.

Docemo was informed when Tapa was expected to arrive, and requested to warn his people against offering any insults to him or those who would be with him; there seemed, however, to be little occasion for this, as when he arrived on the 12th ultimo, he was most enthusiastically welcomed by the population, who crowded the river's bank as he passed down to the "Prometheus," anchored off Government House. A few days after his

arrival a meeting between him and Docemo was arranged. The latter, when told what our views were, entered into them much more readily than was expected.

After another friendly intercourse with Docemo and his Chiefs, Tapa left for Epé. They entreated me to ask the British Government to appoint a place, if not in the town itself, in the island, on which they could build a town, and live under our protection, and have the same facilities to trade enjoyed by Docemo's people. Kosoko would renounce all claim to the sovereignty, and submit to any terms the Government might be pleased to impose. After all that has been written and said about Kosoko, it might appear imprudent to permit his return; but when the Government is established, and a force to support it, I see no danger to apprehend. We always find Africans much more docile and respectful when they have opposed us, and have been fairly overcome, than those we befriend and patronize. The first exclamation of Tapa, when he saw the change on shore and the steamers and vessels in the river, was, "This is no longer a native town, it is white man's; we could never do this." This will be the feeling of all; they will see they have no chance of regaining their power, and they will gradually succumb, and be carried down by the tide of civilization.

On the whole, whether Kosoko return here or not, Tapa's visit here has done good.

I took the opportunity to send to Kosoko the present of plate originally sent out for him, giving to Tapa himself the china set, now much mutilated, that accompanied it. This present being sent to him now, will show him that we can forgive when we see reason to believe his conduct will justify us in doing so.

No. 7.

Acting Consul Mc Coskry to Earl Russell.—(Received February 10.)

My Lord,

Lagos, January 7, 1862.

I HAVE the honour to inclose the Return of produce, as far as I have been able to obtain them, of the exports from the several ports in the Bight of Benin. The Return from Lagos, Palma, and Badagry can only be regarded as correct, the means of communication between here and the other ports not enabling me to get more than an approximation to the truth.

Whydah alone is now to be looked upon as the slave-exporting station; shipments may occasionally be made at other places, but the slaves will in most cases be found to have collected there. At Aghwey and Popoe a civil war interrupts legitimate commerce, but I have heard of no slaves being shipped thence of late.

There is a decrease of the exports of produce, owing to the generally disturbed state of the countries in the Bight of Benin.

I have, &c.
(Signed) W. Mc COSKRY.

Inclosure in No. 7.

RETURN of the Export from Lagos, from July 1 to December 31, 1860, and January 1 to June 30, 1861.

Month.	Number of Casks.	Old wine gallons.	Weight of Ivory.	Number of Bales. Cotton.	Weight.
1860			lbs.		
July	1,030	130,405	1,525		
August	591	88,378			
September	1,267	151,286			
October	907	122,738	196		
November	404	52,945	15		
December	787	117,328			
1861					
January	456	56,479			
February	831	100,026	882		
March	632	89,394			
April	720	89,025			
May	859	115,363			
June	352	46,460			
	8,836	1,159,627 3.865 tons.	2,618	1,303	118 lbs. each bale.

Palma, 1,200 tons oil; no cotton.

Badagry, 1,600 tons oil; no cotton.

(Signed)

W. Mc COSKRY.

No. 8.

Earl Russell to Acting Consul Mc Coskry.

Sir,

Foreign Office, February 20, 1862.

I HAVE to acquaint you that I approve your proceedings, as reported in your despatch of the 7th ultimo, relating to the affairs of Lagos.

I am, &c.

(Signed) RUSSELL.

No. 9.

Consul Freeman to Earl Russell.—(Received March 14.)

(Extract.)

Lagos, February 8, 1862.

I HAVE the honour to transmit to your Lordship, herewith inclosed, extract of a Report by Commander Bedingfeld, of Her Majesty's sloop "Prometheus," respecting a trip he made last month to Ijebu Odé.

Commander Bedingfeld is the first European officer who has been to Ijebu and seen the King, and the result of his visit appears highly satisfactory.

A permission to Kosoko to settle in a private capacity in this island would certainly tend to tranquillize the surrounding neighbourhood, the more so as his Chief, Tappa, a most intelligent and civilized man, cannot be persuaded to leave him, and will not, though repeatedly urged to do so, settle in this island, unless Kosoko be allowed to return also.

Inclosure in No. 9.

Commander Bedingfeld to Acting Consul Mc Coskry.

(Extract.)

"Prometheus," Lagos, January 20, 1862.

IN compliance with your wishes, I left Lagos for Ijebu at 10 P.M. on the 12th, accompanied by Lieutenant Dolbin. I intended to reach Eginie market early on Monday morning, where I had an appointment to meet the Epé Chiefs, but my canoemen did not manage to get down before 4 P.M., the market being nearly over.

Kosoko's Chiefs had left. Tappa and four of the other Chiefs had gone as far as his farm on the opposite side, and had left a canoe to give him immediate intelligence should I arrive. This was done, and he came over about 7 P.M. I gave him your message for Kosoko, also a promise that if I heard anything with reference to them from the King of Ijebu, I would endeavour to see them before I returned to Lagos.

I regret to inform you that the same evening news arrived from Odé of the treacherous attack of the Ibaddans and Ijebu Rémoes, on a party of the King's people. The facts reported to me are as follows:—

The Ijebu Rémoes, who have been of late in rebellion against the King of Odé, had been making overtures of peace, to which he at last consented. They then requested him to send some of the elders and principal men to the ruined village Ikerriku to ratify the Treaty. The King accordingly sent a party of forty men, amongst others, one of his near relatives: they had, however, no sooner arrived than they were set upon by a large party of Rémoes and Ibadans, and all cruelly murdered. The King sent me a message that, in consequence of this the whole town was in a state of mourning and confusion, but that if I still wished to come on he would see me. I accordingly made my arrangements, and we started for Odé at 8 A.M. on Tuesday morning, arriving at 4 P.M.

As soon as I arrived at Odé I sent a messenger to the King.

We were well received and comfortably lodged in the strangers' house, Mr. Turner arriving shortly after, the following day being fixed for our interview with the King.

The visit to the King (Awgelli) was at about 7.30 P.M. We found him living in a small house, he having declared he will not go into his larger house, or have the streets cleaned, until the Ibaddans are driven out. He is a good-looking middle-aged man, and I should think, from his conversation, intelligent. On being introduced I offered to shake hands, when his people began to exclaim, being afraid I should poison or bewitch him; but he at once held out his hand, and gave me a hearty shake. I afterwards explained to him that white men could not injure him in that way, and I was glad to see that he had

more confidence than his people. He told me they had mixed so little with the whites that they were unaccustomed to their ways, and I must not think anything of it. He also said that the custom of the country was to see the King at night, but that he would have seen me in the daytime had it not been that during the whole day his yard had been full of people wailing and weeping for the men that had been killed.

We then had a conversation of upwards of two hours about the war, and more particularly with regard to a letter of Consul Foote, in which he declared that he had promised to stop powder and guns going to Icorródu market, on condition that the King should open the Eginie market for Lagos people; that he, the King, had done as the Consul wished, but afterwards the promise had not been kept on the part of the Consul; that powder and guns still went to the market to enable his rebellious subjects and the Ibaddans to come and kill his people. He could not understand how we could be his friends and also the Egbas', and still supply their natural enemies with ammunition.

I explained to him that we could not stop the supply of one unless we did the same to all without going to war; that we did not wish to interfere with their wars, except to convince them that they prove the ruin of their country, stopped all legal trade and the advance of civilization.

He said he could not understand it, and that Consul Foote having made the promise, it ought to be kept by a people professing to have "only one face," as he expressed it, or in other words, always to keep their word, and not say one thing and mean another.

I begged them to let me see the letter. The following is the passage which the Chiefs declared was interpreted to them as a promise. Consul Foote's letter is dated Aké, 16th April, 1861. The words are:—"The Consul proposes to prevent any powder or arms being sent from Lagos at all, if the King of Ijebu will allow trade." They also inform me that when some of the Chiefs met Consul Foote and Captain Jones, this was explained to mean arms and powder being sent to Icorródu.

I cannot help thinking this a most unfortunate passage, as it is next to impossible to make an African understand the difference between a proposal and a promise. If they once get it into their heads that we try to use words that have more than one meaning, they will no longer have any faith in our Treaties or negotiations, but will look with suspicion on all we do.

The Ijebus are determined to push on a vigorous war with the Ijebu Rémoes and the Ibaddans, and there seems now no chance of putting a stop to the war, which may last for years, unless some communication can be had with the Ibaddans, or, on the other hand, we have sufficient force here to take an active part ourselves on one side or the other.

The Ibaddans having been constantly at war since they formed themselves into a nation, consisting of rebels from all the surrounding tribes, are much better soldiers than either the Ijebus or Egbas, and will not be easily subdued by them. Moreover, the King of Dahomey will most probably assist them, and, since my return to Lagos, I have information that an offer has been made by him to a house here for 2,000 stand of arms (money down). It is very possible, therefore, that Abbeokuta may be in considerable danger.

The Owjally dismissed me with every assurance of personal friendship, stating that he would always be glad to see me, and thanked me for coming, and that if we would only help him to drive away the Ibaddans, "the cause of all the wars," he would do his utmost to open out his country for legal commerce. He also begged that we would consider Kosoko's case, and let him come back to Lagos, as he had already been a long time in his country. He spoke in high terms of the character of Tappa.

He also begged me to look into the affairs of the Eginie market, as he thinks he ought to get some dues from it. He appointed Mr. Turner, as he did not know anybody else; but although the Chiefs acknowledged Mr. Turner to be a well-meaning man, they seemed to have no great faith in his discretion. He did his best, however, to make us comfortable on our passage up and down, in procuring canoes, carriers, horses, &c., but I fear as an interpreter he is not to be depended upon: it was fortunate for me that I had another with me; they differed frequently on very important points.

After an exchange of presents, and having done everything in our power to conciliate the natives and Chiefs (we were the first white officers that have ever been allowed to see the King—the Rev. Mr. Champness, Wesleyan Mission, having been the only white man previously), we left Odé on the morning of the 17th instant, the King sending two messengers with us, and arrived at Eginie at 2 P.M., having had friendly interviews with some of the headmen of the villages we passed through.

I trust our whole visit will have done much to enlighten their ideas upon the character of Englishmen.

Immediately after my arrival at Eginie I started for Epé, fortunately falling in with

Tappa on the way, coming from one of his farms. On the 18th I had an interview with Kosoko and his Chiefs. Kosoko declares that he will severely punish any of his people that disturb the market, but complains much of Mr. Turner's management there. The man who flogged the Lagos man at Icorrodu he immediately sent for, and he will be sent to Lagos that the case may be inquired into: there is also a man and woman lately sold at Otta that Tappa will send up in a day or two. We left Epé at 12:30 P.M., in a fast canoe of Tappa's for Eginie, and having completed our arrangements there, left in our own canoe at 3 P.M., arriving at Lagos at 7 A.M. on the 19th.

Odé bears about north-north-east from Eginie on the hill, twenty-five miles distant, the country most beautifully undulating forest-land, which has been extensively cleared, as far as the eye can reach, in numerous fields for corn. I have never seen so much cultivation in any part of Africa I have visited. The road, nearly the whole way, is completely shaded, the land not being allowed to be cleared closer than twenty feet of either side of the road, or what we should call in England a "bridle path." The villages are numerous, large and clean; the houses substantially built of a bright red clay. The town of Odé is surrounded by a thick wall and deep ditch of twelve miles in circumference; the town itself is somewhat scattered inside the walls, the houses being separate from each other on account of fire. It is well supplied with good water from a stream a mile and a-half distant from the centre of the town, but they seem to have no wells; this stream opens out into the lagoon, about six miles to the westward of Eginie, but is not navigable. The principal food of the people is corn; cassada is hardly known, and little used.

The King is elected by the elders from one of the late King's sons, without reference to seniority, and when once made King he can never again come out of his house in the daytime, although he may move about privately at night, when he is not supposed to be known.

The principal Chief, called Oglibouyogy, is supposed to attend constantly on the King, and he also must remain out of sight in the daytime. The second Chief, Oluwo, is the principal business man, who receives all visitors, tries all minor offences, and is also the head of the Elders when there is a trial for life; having tried the case, the King only can pronounce sentence of death. The position of an Elder is hereditary to the heads of the principal families; they are called "Appéno." The King's messengers are also men of some influence, and are called "Banghala."

The religion, like other Africans, is gross fetishism, and they occasionally sacrifice both human beings and animals.

The King requests you will make arrangements about the duty to be paid at Eginie market, and also that he may know what you intend to do with Icorrodu.

No. 10.

Earl Russell to Consul Freeman.

(Extract.)

Foreign Office, March 24, 1862.

WITH reference to the robberies committed in the year 1860 on the loads belonging to the Niger expedition on their passage through the country over which the Abbeokutan Chiefs claim to exercise jurisdiction, I have to instruct you to inform me whether any steps have been taken by the Alake and Chiefs of Abbeokuta to make good the value of the articles stolen, as demanded in Mr. Acting Consul Hand's letter of the 27th of August, 1860.

In the event of their not having made good the value of the articles in question, you will bring the subject again to the notice of the authorities at Abbeokuta, and you will state to them that, if they wish Her Majesty's Government to believe in the sincerity of their professions of friendship, they must cause full restitution to be made for the goods which were stolen.

No. 11.

Consul Freeman to Earl Russell.—(Received May 12.)

(Extract.)

Lagos, April 8, 1862.

FOR nearly two months past it has been known here that the King of Dahomey had left Abomey on a slave-hunting expedition, but in what direction he intended to carry his ravages, or by what number of fighting men and Amazons he was accompanied, it was

impossible, owing to the various conflicting reports, to ascertain. At one time it was said that he was marching on Porto Novo with an army of 50,000 warriors. Shortly after rumour increased his followers to 80,000, and Abbeokuta was said to be the doomed city. The inhabitants of the surrounding farms and villages flocked panic-stricken into the town, where everybody was under arms: scouts were sent out, and the day was even specified when the Dahomian army was expected before the gates.

It was soon after stated that the army had gone to the North, and had destroyed a town belonging to the Ibaddans, so the people of the farms and villages around Abbeokuta returned to their homes. This report, however, turned out also to be false, and it was at last announced that the King, satisfied for the time being with the terror he had created in the country, and fearing the approach of the rains, had returned to Abomey.

The public mind was thus reassured again, when suddenly intelligence reached Abbeokuta that the town of Ishagga, only fifteen miles distant, containing a population of 4,000 inhabitants, had been destroyed. This at last was no false report; two or three people had escaped, one of whom, a man in the employ of a Mr. Robbin of Abbeokuta, had been wounded. They reported that the Dahomians had come down upon the town at night, and when the inhabitants awoke in the morning they found themselves surrounded on every side, and were mercilessly butchered by their enemies. Horsemen who rode out from Abbeokuta to reconnoitre, stated that only the very young children had their lives spared, and that the army was occupied all night in boiling the heads of the dead in order to take back their skulls as trophies to Abomey. Abbeokuta was in a state of great excitement for a few days, expecting the advance of the Dahomians; but the latter, after a day or two of rejoicing in the ruined town, returned home satisfied, for this year, with their success.

Information has now been obtained from stragglers, who escaped the general carnage, that the greater part of the population of Ishagga was carried off into slavery, and was not massacred as at first stated; and it is probable that the skulls taken to Abomey were only those of men who fell in the fight.

The destruction of Ishagga was an act of vengeance on the part of the Dahomians for the treachery of its inhabitants towards them on the occasion of the late King Gezo's defeat before Abbeokuta. Ishagga had at that time been oppressed by the Egbas, and applied to Gezo for protection; and when he passed through the town with his army the people received them as friends; but at the same time sent tidings of their approach to Abbeokuta. The Egbas were thus fully prepared, and defeated Gezo, who vowed that vengeance which has now been so relentlessly taken by his son.

Neither the Alake nor people of Abbeokuta have made any application to me for assistance, first, because they think they are capable of defending themselves, and secondly, because they have been persuaded to believe that if they trust too much to the English, and allow them too much influence in Abbeokuta, the result will be a British occupation of the country.

I have entered into all these particulars respecting the movements of the Dahomians, to point out to your Lordship that their policy is directed by a cunning and subtlety that makes them most dangerous enemies. The King, when he starts on a foray, never informs his followers whither he is going, and if any particular place is specified, it is pretty sure that he is not going there. The hatred of the Dahomians to Abbeokuta is unconquerable, and they long for an opportunity of revenging the defeat of the late King Gezo. Many people think they will never again venture to attack that town, but it appears to me that they are merely waiting their opportunity to take the Egbas when unprepared; and the fact that they can now keep the whole country disturbed by the rumours of their approach, and then, after the public mind is reassured, suddenly fall upon a town but a few hours' march from their enemy's capital, shows that they can act with a secrecy and rapidity which will some day prove fatal to the present prosperity, and, perhaps, the political existence of their rivals. Their success this year will have given them encouragement, and if some steps are not taken to cripple their resources, next year may see an expedition on a larger scale return to Abomey, like now, victorious.

I inclose herewith, for your Lordship's information, two letters I have received from the Rev. Mr. Gollmer, one of the Church missionaries, formerly of Lagos and now of Abbeokuta, respecting some native converts to Christianity at Ishagga, who have been carried off by the Dahomians. Mr. Gollmer's request is one which is at the same time difficult to comply with, and yet impossible, from motives of humanity, to refuse. The captives, with the exception of Mr. Doherty, are all natives, and consequently we have no positive right to claim them, and if we ask as a favour that they should be given up, we incur, in the event of the King of Dahomey's compliance, an obligation of gratitude

towards that Chief which might place us in an awkward position if we subsequently adopt an attitude of hostility towards him.

I have therefore written to the King of Dahomey the letter of which the inclosed is a copy, and which I trust your Lordship will be pleased to approve. If the King proposes that the captives should be ransomed I do not think we can demand more, and I presume, from Mr. Gollmer's letter, that the Church Missionary Society will take some steps to obtain the funds required for the purpose.

Inclosure 1 in No. 11.

The Rev. C. Gollmer to Consul Freeman.

Sir,

Abbeokuta, March 20, 1862.

YOU have no doubt received intelligence of the destruction of Ishagga by the Dahomian army on Saturday March the 15th.

Ishagga was an Egbado town of about 5,000 inhabitants, and only about sixteen miles west of Abeokuta.

The Church Missionary Society has had a station at this place for the last seven years, during which time a mission-house and church were erected, and a small congregation and school established.

Since the destruction of Ishagga on Saturday last, we hoped from day to day to hear that Mr. William Doherty, the Church Missionary Society's Native Agent (a Sierra Leone man), with the members of our Church there, had escaped, but not having received any tidings respecting any one of them, we must fear that they have either all been killed, or were carried away.

A Dahomian fugitive now at Abbeokuta states that an Oyibo was carried away in an hammock, and there being no European residing at Ishagga then, we were led to think it might be Mr. Doherty.

My object in writing is to request your Excellency to assist us in recovering Mr. William Doherty, and our church members who may have been made captives, from the King of Dahomey, by an application from Her Majesty's Government.

I beg to annex a list of the names of the men, women, and children missing.

I have, &c.

(Signed) C. A. GOLLMER.

1. Mr. William Doherty, native name Osotou and Ajiboso.
2. Uriah Doherty, native name Ajayi
3. Peter Doherty, native name Owolabi } Servants.
4. Simeon Ilupoyi, an elderly man.
5. Jenny Ayawo, his wife.
6. Abraham Binutu, a young man.
7. Rebecca Binutu Ambose, his wife, a young woman.
8. Moses Osoko, a young man.
9. Mary Nono, an elderly woman.
10. Phœbe Iwolode, ditto.
11. Rebecca Lasiku, a young woman.
12. Jane Remilekun, ditto.
13. Lucy Ilupoyi Onitou, about 4 years.
14. Peter Ogusi Lasiku, about 5 years.
15. Amelia Ogusi Lasiku, infant.
16. Philip Binutu, infant.
17. Thomas Labokun, about 9 years.
18. William Jones, native name Ogujobi.

Inclosure 2 in No. 11.

The Rev. C. Gollmer to Consul Freeman.

Sir,

Abbeokuta, April 1, 1862.

ON the 20th ultimo I had the honour to address you on the painful subject of the destruction of our neighbouring town, Ishagga, by the army of the King of Dahomey, when

some eighteen persons connected with the Church Missionary Society as agents and otherwise were lost, whom I requested your Excellency to assist us to recover by an application from Her Majesty's Government to the King of Dahomey.

Yesterday I obtained various particulars respecting our lost friends, but I will only mention the important fact that none of our people were killed, but all were carried towards Abomey.

My informant is an eye-witness ; a man who was captured with the Christians in the Church Missionary's house at Ishagga, but escaped from the Dahomians whilst crossing the River Iyewa, and who is now at Abbeokuta.

Our friends being alive there is hope. May I again request your Excellency to do all in your power to recover our lost friends ? And should they not be given up without a ransom, I, in the name of the Church Missionary Society and our friends in this country and in England, pledge myself to pay any reasonable amount of ransom-money, especially for Mr. W. Doherty, the Society's valuable native agent.

I have, &c.
(Signed) C. A. GOLLMER.

Inclosure 3 in No. 11.

Governor Freeman to the King of Dahomey.

Government House, Lagos, April 8, 1862.

THE Undersigned, Governor of the British Colony of Lagos, sends his salutation to Badahun, King of Dahomey, and begs to acquaint him that he has heard how the Dahomian army has destroyed the town of Ishagga, in the vicinity of Abbeokuta, and carried its inhabitants into captivity.

Now among the prisoners taken, were eighteen individuals of various ages, in the welfare of whom the British Government takes a deep interest. Mr. Doherty is from the British Colony of Sierra Leone, and he and the other persons are Christians like the British nation.

The Governor of Lagos, therefore, demands of the King of Dahomey that the eighteen persons whose names are on the list inclosed should be restored to him. They have done no harm to the King of Dahomey or his people, and why, therefore, should he detain them ? He wars against those whom he considers his enemies ; but these people cannot be of the number, and the Governor, therefore, expects they will be delivered up.

(Signed) HY. STANHOPE FREEMAN.

No. 12.

Earl Russell to Consul Freeman.

(Extract.)

Foreign Office, May 23, 1862.

I HAVE received your despatch of the 8th ultimo, reporting the destruction of the town of Ishagga by the Dahomian army, and the steps taken by you to procure the release of some native converts to Christianity who have been carried away into captivity by the Dahomian forces.

I have, in reply, to state that in the present instance you did right, from motives of humanity, in endeavouring to procure the release of the unfortunate Christian prisoners from Ishagga.

No. 13.

Earl Russell to Consul Freeman.

Sir,

Foreign Office, May 23, 1862.

I TRANSMIT to you herewith, for your information, a copy of a despatch to Dr. Baikie, together with copies of two letters which, by my directions, have been addressed to the Admiralty. You will learn from these papers that Her Majesty's Government are about to send an expedition up the Niger to communicate with Dr. Baikie, and I have to desire that you will give the officer who may be placed in charge of the expedition, the benefit of any advice or assistance that you may be enabled to afford.

It is not impossible that you may have received advices from Dr. Baikie later than than those which have reached Her Majesty's Government, and that he may have made a requisition upon you for supplies.

Should this be the case, you are authorized to furnish him with such things as he may require to the value of 200*l.*, in addition to the goods sent out to him from this country, to be forwarded to him by the vessels about to ascend the river.

I am, &c.
(Signed) RUSSELL.

Inclosure 1 in No. 13.

Earl Russell to Dr. Baikie.

Sir,

Foreign Office, May 23, 1862.

IN my despatch of the 23rd of December last, I informed you that under the circumstances reported in your despatch of the 10th of September last, I authorized your remaining at your present post for another year. I have not since the return of the steamer sent to communicate with you last year, received any further advices from you, and I am not, therefore, aware whether the reasons which determined you in September last to remain in Africa still hold good. I am unwilling, however, as long as there is any probability of the navigation of the Niger being developed, to lessen that probability by withdrawing you, and more particularly until I have received further accounts from you. I therefore authorize your remaining at your present post until further orders, and I have directed supplies to be forwarded to you accordingly.

You will transmit to me by the opportunity that will be afforded to you by the present expedition, a full report of your proceedings during the past year, together with a statement of your views as to the best means of developing the resources of the Niger, and any information which your experience may lead you to believe will be of use to merchants in this country, who may be desirous of embarking in the trade of that river.

You will also furnish me with a statement of your expenses during the past year, together with an estimate of the probable annual cost of maintaining the station established by you at the Confluence.

I am, &c.
(Signed) RUSSELL.

Inclosure 2 in No. 13.

Mr. Layard to the Secretary to the Admiralty.

(Extract.)

Foreign Office, May 23, 1862.

WITH reference to my letter of the 21st ultimo, requesting that the Senior Naval Officer on the African Station might be warned, with the view to his making the necessary arrangements, that it was the intention of Her Majesty's Government to send an expedition up the Niger at the proper season this year to communicate with Dr. Baikie, I am now directed by Earl Russell to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the main object of the expedition is to convey supplies to Dr. Baikie, and to learn from him whether the experience of another year confirms the favourable opinion entertained by him as to the results likely to be obtained by keeping up the establishment formed by him at the Confluence of the Niger and the Tehadda Rivers, and generally what probabilities there are of the river being permanently opened to foreign commerce.

I am to transmit, for their Lordships' information, a copy of a despatch to Dr. Baikie, which it is proposed to forward by the officer in charge of the expedition.

His Lordship desires me, in conclusion, to add, that he is of opinion—in which doubtless their Lordships will concur—that it would on every account be advisable that not less than two vessels should be detailed for carrying out this expedition, one of light draught of water for navigating the upper portion of the river, and the other a heavier class of vessel capable of ascending the river as far as the "Espoir" proceeded last year. The Commander of the latter vessel might have discretionary instructions to await the return of the smaller vessel from the Confluence as long as he can do so with safety to the ship, with reference to the periodical falling of the water in the river.

Inclosure 3 in No. 13.

Mr. Layard to the Secretary to the Admiralty.

Sir,

Foreign Office, May 23, 1862.

WITH reference to my other letter of this day's date, I am directed by Earl Russell to state that his Lordship is of opinion that the officer in charge of the Niger expedition should be furnished with instructions for his guidance in the not impossible contingency of the decease of Dr. Baikie, or of his finding, on his arrival at the Confluence, that the Doctor is absent on an expedition into the interior.

In the former case the officer in command of the vessel proceeding to the Confluence should be directed to obtain possession of all the papers and effects, public as well as private, of Dr. Baikie, to pay whatever debts may be due to the natives, and to make suitable presents to those Chiefs who have befriended Dr. Baikie during his somewhat lengthened residence in the interior. Lord Russell would more particularly point out King Masaba as a Chief who ought to receive some recompense for the support afforded by him to the expedition at a time when, owing to the failure of the contemplated expedition in 1860, Dr. Baikie was left entirely destitute of means.

In the event of Dr. Baikie being absent, the officer in command of the gun-boat should endeavour to communicate with him, if possible, and should have a discretionary power to wait for that purpose a certain time at the Confluence, taking care, however, to commence his return voyage in time to insure his not being detained on his descent by the falling of the water in the river; and should he be obliged to leave without communicating with Dr. Baikie, he should leave the supplies destined for him in the charge of some trustworthy Chief, and on this point the officer will have to use his discretion.

It would be on every account desirable that an officer who has had some experience of the Niger should, if possible, accompany the present expedition, and Lord Russell is of opinion, in which he doubts not their Lordships will concur, that the services of Lieutenant Glover might be advantageously employed on this occasion.

I am, &c.

(Signed) A. H. LAYARD.

No. 14.

Consul Freeman to Earl Russell.—(Received June 12.)

(Extract.)

Lagos, May 9, 1862.

THE American schooner "*Seamew*" is reported to have shipped a cargo of slaves from Whydah shortly before my arrival here in January last; and on the 25th of March a screw-steamer, supposed to be the "*Noc d'Aqui*," made a successful shipment of 1,600 from the same port. She took in her cargo so rapidly that she did not even anchor, but merely backed stern in. So perfectly are the cruisers watched and their movements known, that the "*Noc d'Aqui*" was able to steam into Whydah only a few hours after Her Majesty's ship "*Wrangler*" had left to communicate at this place with the Senior Officer, Commander Bedingfeld.

No. 15.

Consul Freeman to Earl Russell.—(Received July 10.)

My Lord,

Lagos, June 7, 1862.

I HAVE the honour to report that Mr. T. C. Taylor, Her Majesty's Vice-Consul for Abbeokuta, arrived from England by last mail, and left this for his post on the 28th ultimo, which he reached on the 30th. I beg to inclose herewith a copy of a letter I have just received from him, by which it appears that the Egbas will not receive him in his Consular capacity.

I have, &c.

(Signed) HY. STANHOPE FREEMAN.

Inclosure in No. 15.

Vice-Consul Taylor to Consul Freeman.

Sir,

Abbeokuta, June 3, 1862.

I REGRET to inform you that the King and Chiefs of this place have not yet decided to receive me in a Consular capacity; and not having seen any of them, even privately, I am, of course, unable to state the correct or whole grounds on which their objection or indecision rests. Meetings, I understand, are being daily held on the subject, and the Rev. Mr. Townsend is doing all he can to bring the matter to favourable issue, but it is doubtful whether he will be able to succeed.

I have, &c.

(Signed) THOS. C. TAYLOR.

No. 16.

Consul Freeman to Earl Russell.—(Received July 10.)

My Lord,

Lagos, June 3, 1862.

WITH reference to your Lordship's despatch of the 23rd of December, 1861, instructing me to communicate, if possible, with Dr. Baikie, I have the honour to state that it has been my constant endeavour since my arrival to open up a safe road to Rabba, and to exert myself generally to obtain a cessation of hostilities between the tribes of the interior.

On the 22nd of February I dispatched Lieutenant Glover on a mission to Ibadan, but he was attacked by the fever, and returned to Lagos in a very precarious state.

Since that time Lieutenant Glover's professional duties have detained him at Lagos; but the arrival of Her Majesty's ship "Investigator," Lieutenant-Commander Lefroy, enabling him to absent himself for a short time, he started again on the 28th ultimo. The people of Icorodu objected to Mr. Glover's passing, and he has now left for Ijebu Ode to persuade the King of that place to allow him a free passage through his territory into that of Ibadan. If he fails there, he will try the way of Abbeokuta. If once he can reach Ibadan, he can safely dispatch a messenger thence to Massaba, King of Nupe, who will have the letters sent down to Dr. Baikie at Lukoja. I have written a letter to King Massaba in Arabic, as he will certainly find people around him who understand that language; and have begged him to facilitate, as far as he can, the communication between Dr. Baikie and the authorities at Lagos.

I have, &c.

(Signed) HY. STANHOPE FREEMAN.

No. 17.

Consul Freeman to Earl Russell.—(Received July 10.)

My Lord,

Lagos, June 9, 1862.

I HAVE the honour to transmit to your Lordship, herewith inclosed, a copy of a Report I have addressed to his Grace the Duke of Newcastle touching the political condition of this part of Western Africa, and the relations of this Government with the surrounding tribes.

I have not much doubt that matters will be satisfactorily settled with most of the tribes; but I have some slight misgivings with regard to the Egbas, who are showing a determined spirit of opposition to our views.

I have, &c.

(Signed) HY. STANHOPE FREEMAN.

Inclosure in No. 17.

Governor Freeman to the Duke of Newcastle.

My Lord Duke,

Lagos, June 4, 1862.

THE influence which the establishment of British rule in Lagos will have on the suppression of the Slave Trade in the Bight of Benin, is every day becoming more and

more apparent; but by measure as the ultimate power we shall obtain to that effect exhibits itself in the prospective, so the extensive ramifications uniting the internal slavery with the slave-exporting depôts on the coast unfold themselves to view, and the disgust and lothness with which the inhabitants of the surrounding towns and villages see their means and facilities for exporting slaves gradually diminishing, and the Trade itself threatened with extinction, manifest themselves by opposition, on every side more or less declared, to this Government.

This Government is, in fact, an object of suspicion and mistrust to all the surrounding country; first, because the general fear is that the territory of Lagos will gradually extend itself until it swallows up all the neighbouring States; and secondly, because if the natives maltreat their slaves the latter can run here for protection, and are then enabled to redeem themselves from servitude.

All this, however, would be unimportant, as the distrust and dislike would gradually fade away when the public begins to find their interests advanced by an increasing British trade; but unfortunately they retaliate upon us for the injuries they imagine we have inflicted upon them in abolishing the Slave Trade by an opposition which this Government will be forced to put down by strong measures, if it is to exert any beneficial influence in the country.

The Egbas, inhabitants of Abbeokuta, who have been preached up as the nation through whom civilization and Christianity are to be spread throughout Africa, will, I fear, prove the most troublesome of the surrounding tribes, unless they are forced into acquiescence with our views.

Abbeokuta is a town of but recent origin, the Egbas, driven out of Yoruba, having chosen that site for a settlement. While yet poor and powerless, and at a time when Lagos was the most renowned slave-depôt on this coast, English missionaries and merchants went among them, who did not, however, venture for long after to attempt settlements at Ibadan, or any of the more powerful and warlike towns. As the Egbas increased in wealth and numbers they increased also in pride and presumption, and, unfortunately, the English residents at Abbeokuta, rather than lose the influence they had acquired amongst them, took their side of every question, and published it to the world; but no one out of Africa heard that their adversaries also had strong reasons for believing themselves to be in the right. Thus arose the war with the Ibadans, which was undertaken by the Egbas professedly for the relief of the town of Ijaye, besieged by the Ibadans, but in reality to obtain a monopoly of commerce by closing all the roads from Lagos into the interior except that by Abbeokuta. It is, moreover, a fact that the Egbas kidnapped, and sent down to the coast to be sold into slavery, a greater number of the people of Ijaye, whom they professed to be protecting, than did the Ibadans, who regarded them as rebels, and consequently lawful prize as slaves.

The Egbas have been defeated at Ijaye, but are still arrogant in the extreme. To all the offers of mediation made by late Acting Consul Mc Coskry they have replied most insolently, telling him not to interfere in their affairs, as, when it is good for them, they can make peace for themselves.

It is even expected, by many residents here and at Abbeokuta, that they will refuse to receive Her Majesty's Vice-Consul, Mr. Taylor, who left this place for his post a few days ago, but I can scarcely believe they dare carry their opposition to such an extreme.

In spite of this ill-feeling towards us they boast to their enemies that they are the white man's friend, and that they can afford to throw away powder because the white man brings it to them. In this way, and from the undeniable fact that we have always supported the Egbas more than they merited, it now comes about that their opponents will not believe in our wish to deal fairly with both parties, the Ibadans even reproaching us with having sent British officers to show the Egbas how to fight. This is due to the late Captain Jones, 2nd West India Regiment, having ill-advisedly attempted to pass over to the Ibadan from the Egba camp and failed, and the Ibadans, who knew an English officer was with the Egbas, naturally would not believe but that he was instructing them in the use of their fire-arms, inasmuch as we have on other occasions sent officers to instruct them in their defence against Dahomey.

The King of Ijebu Odé has also always held by the side of the Egbas through jealousy of the Ibadans; and, indeed, the only Chiefs who can really be trusted by the British Government are, Kosoko, of Epé, and Sogí, King of Porto Novo. These two Chiefs were originally our greatest opponents, both being men of strong determination, but at last they found it was useless to resist an attack of British forces, and will never again place themselves in the position of having their towns destroyed by our gun-boats.

Even petty towns, scarcely deserving to be called anything more than villages, and

but a few hours' journey from this island, are following the example of the Egbas, who have of late begun to kidnap Lagos people whenever any of their runaway slaves redeem themselves here.

Scarcely ten days ago a slave from Abbeokuta brought a charge against his mistress of ill-treatment, and an intention to sell him. The case was tried in the Slave Court, and the sentence was given that the slave should pay the amount of his redemption to his mistress, and receive letters of emancipation. The money was paid, but the mistress vowed vengeance against the Superintendent of the Liberated African Yard, a Sierra Leone emigrant, should the slave not be restored to her; and news has just arrived from Abbeokuta that some of the family of the said Superintendent have been seized. Arbitrary proceedings like these must, of course, be stopped at once.

The foregoing sketch of the state of this country will enable your Grace to perceive the difficulties which beset us on every side in our attempts to bring about peace between the contending tribes; still, peace must be obtained, for without it there can be no roads open to commerce in the interior, and the trade of Lagos cannot improve. Our offers of mediation, for some time past, have invariably been met with jealousy of our avowed friendships, mistrust of our motives, or suspicion of the use we shall make of our power. All these have to be overcome, and it is only by the exercise of great perseverance that it can be done, though I feel confident of eventual success.

On the 22nd of February I dispatched Lieutenant Glover, commanding Her Majesty's gun-boat "*Handy*," on a mission to Ibadan to try and obtain peace, but illness forced him to return.

Not having any one else to whom I could confide so delicate and important a task, and Lieutenant Glover being detained here by his professional duties, I have been obliged to leave the matter in abeyance until last week, when the arrival of Her Majesty's ship "*Investigator*," Lieutenant-Commander Lefroy, enabling him to leave again, he started on a second expedition on the 28th ultimo. The route selected was through Icorodu, a large village situated about a mile and a-half from the shore, at the extreme north of the lagoon, which gives to the latter its name of "*Cradu*," or more properly "*Corodu Water*."

The following day, having received unsatisfactory news from Mr. Glover, I started myself, and reached Icorodu in the evening. I found the gates shut, and the place in a great state of excitement, and though eventually the gates were opened to me, I then refused to enter, and returned by night to Her Majesty's ship "*Handy*," in Icorodu Bay. It appears that Lieutenant Glover, who was accompanied by an escort of ten men of the 2nd West India Regiment, besides his own carriers, who were armed, had entered the village without encountering the slightest opposition, and was well received by the old Chief. Unfortunately, however, there was an Egba among his party, and immediately he was discovered the whole place was in a commotion. All the men turned out, armed with their guns, spears, and bows and arrows, vowing they would have this Egba's blood; and it was with difficulty Lieutenant Glover could get him in safety to the house where they had taken up their quarters.

The hatred of the Icorodu people towards the Egbas is caused by the war between the latter and Ibadan, which has ruined their trade; and at this very time a town called Makun, distant only a few hours from Icorodu, is being besieged by one of the war Chiefs of Abbeokuta.

During the whole night drums were beating, and the young men called to arms; but the next morning the excitement calmed a little, and messengers were sent down to entreat me to come up. I accordingly went, but though I remained four-and-twenty hours, the Chiefs and people would not give in respecting Mr. Glover's passage through their country, and it was quite evident that they would not be persuaded but he was going to help the Egbas in besieging Makun.

Not wishing that Lieutenant Glover should attempt to force his way, we withdrew with a warning to the Chiefs and people, that until a satisfactory apology was made for their behaviour, and every facility offered us in traversing their country, their market would be stopped, and all canoes attempting to communicate with it would be seized and confiscated. This measure will, I trust, soon bring them to reason.

Lieutenant Glover has now gone to Ijebu Odé to endeavour to obtain a passage through that country to Ibadan, but as it has always been refused hitherto I am not very sanguine of success. If he can once reach Ibadan direct without passing through Abbeokuta, I have not much doubt he will be able to persuade the inhabitants to give up the war; and if the Egbas then still refuse, they must be forced into peace by stopping their trade.

This, however, being a very strong measure inasmuch as many English traders are

concerned, I should only have recourse to it as a very last resource ; and then I shall have the support of nearly all the principal merchants of Lagos, as they see that the temporary injury to commerce would lead to a beneficial result by putting an end to the wars, which give a trifling monopoly to the Egbas, but are undermining commerce generally.

I have, &c.

(Signed) HY. STANHOPE FREEMAN.

No. 18.

Consul Freeman to Earl Russell.—(Received July 10.)

My Lord,

Lagos, June 10, 1862.

I HAVE the honour to transmit, herewith inclosed for your Lordship's perusal, copy of a despatch I have addressed to Her Majesty's Principal Secretary for the Colonies, recommending that Kosoko and his Chiefs be allowed to return to Lagos.

I have, &c.

(Signed) HY. STANHOPE FREEMAN.

Inclosure in No. 18.

Governor Freeman to the Duke of Newcastle.

(Extract.)

Lagos, June 7, 1862.

I HAVE the honour to state that since my arrival here now nearly five months ago, I have been repeatedly entreated by Kosoko for permission to return that he may die in his own country, as he is now an old man. His Chiet Tappa has already been here on a mission to urge his master's suit, and I have promised to use my best endeavours to obtain from Her Majesty's Government the boon he asks.

Having given the matter my most careful consideration, I am convinced that Kosoko's return to Lagos would have a great and beneficial effect in the surrounding country, and would greatly tend to the prosperity of Lagos.

The question may be considered as a matter of policy, or one of sheer justice ; in so far as justice is concerned, we ought certainly to allow Kosoko's return. We dethroned him, and banished him from Lagos because he would not bind himself by Treaty to abolish the Slave Trade and other customs repugnant to our feelings as a civilized people. We placed Akitoye, and subsequently his son Docemo, on the throne, because they consented to sign the Treaties we required of them. They, however, were obliged in outward appearance to do what the British Government told them, though secretly they have infringed daily every Article of the Treaty. Until the cession slaves were sent off nightly to Porto Novo for Whydah ; and within the last few years virgins have been sacrificed to appease the fetish, or " Spirit of the Bar." We have now occupied Lagos, and given a pension to the reigning King ; and we should have done the same by Kosoko in 1852 had we then wished for possession of the island. Kosoko by the law of the country is the rightful heir to the throne instead of Docemo ; but the kingly power being now done away with, and our own established, I think we ought not to keep him any longer an exile from his native land.

With regard to the advantage of Kosoko's return, I have also no hesitation in strongly recommending it to your Grace. He and his Chiefs have all become merchants and farmers ; and were they to establish themselves here they would bring to this island the greater part of their commerce and their produce. Palma would cease to interfere in any way with the trade of Lagos, for an arrangement might be made to levy our Customs dues there also. Further, Kosoko has a very great influence in all the surrounding country, and his consenting to place himself and his people directly under the control and jurisdiction of this Government would tend greatly to bring back confidence in British rule.

Kosoko has felt the power of the British Government, and will not do anything to incur their displeasure again ; in fact, there would be more likelihood of Docemo attempting to regain the Government of the island than of Kosoko raising an insurrection ; for the former is a weak man, easily swayed by those who have nothing to lose, and everything to gain, by disturbances. Both eventualities are, however, as improbable as their success would be impossible.

No. 19.

Mr. Layard to Consul Freeman.

(Extract.)

Foreign Office, July 23, 1862.

I AM directed by Earl Russell to acknowledge the receipt of your despatch of the 7th of June, reporting the probability that the Chiefs of Abbeokuta will refuse to receive Mr. Taylor in his Consular capacity, and on this subject I am to state that his Lordship will address you further when he shall have been made acquainted with the final decision of the Chiefs in this matter.

No. 20.

Mr. Layard to Consul Freeman.

Sir,

Foreign Office, July 23, 1862.

I AM directed by Earl Russell to acquaint you that a box containing a coat of mail and gauntlets has been forwarded to your address by the packet appointed to leave Liverpool to-morrow with the African mails. The articles in question are sent at the suggestion of Lieutenant Glover, as a present from Her Majesty's Government to King Masaba: and if the expeditionary vessels appointed to ascend the Niger this year to communicate with Dr. Baikie should not already have started on their voyage, you will forward these articles to their destination by the officer who may be in charge of the expedition.

In the event of the expedition having sailed, you will consult with Lieutenant Glover, if he is still at Lagos, as to the best means of communicating with King Masaba.

I am, &c.

(Signed) A. H. LAYARD.

No. 21.

Consul Freeman to Earl Russell.—(Received August 11.)

(Extract.)

Government House, Lagos, July 1, 1862.

THE frequency with which cargoes of slaves have been exported from the Bight of Benin, within the last few years, tends to prove that the Slave Trade is rather on the increase than on the decrease in these parts.

It may naturally be asked, how is it possible that so many slave-vessels can succeed in evading the British cruisers? But that question is easily answered. Till very recently the vessels cruising in the Bight of Benin habitually visited Lagos at the time of the arrival of the monthly packet to obtain their mails, and the captains of slavers were well aware that for a few days at such periods the coast would be clear for them.

But even without this facility the slave-traders have many means of ascertaining the movements of the cruisers, and the arrangements of the slaving-vessels are so perfect that these may be searched without anything being discovered to condemn them; and yet in a few hours after the man-of-war is out of sight, they can embark a slave-deck, ship a cargo, and set sail.

The wholesale and barbarous massacres in Dahomey which have aroused the indignation of the whole civilized world, are also closely connected with the Slave Trade; and paradoxical though it may appear, it is nevertheless true, that without the great yearly export of human beings at Whydah, the fearful human sacrifices at the annual customs at Abomey could not be kept up. It cannot be denied that human sacrifices take place occasionally, and at many points periodically, along the whole of tropical West Africa; but those in Dahomey are so atrocious, both in the number of victims and the cruelty with which many of them are murdered, that they naturally excite the horror of mankind, and demand the interference of the Christian nations to put a stop to them, and with them to the export trade in slaves, which alone furnishes the means of continuing them.

In the Kingdom of Dahomey agriculture is at a stand-still, and legitimate trade next to nothing; the population of the villages is most scanty, and liable to be called out at any moment to go on some slave-hunting expedition, and sometimes they are hunted down themselves. Much gold is said to exist, but it is not worked or even sought for. Terrorism rules everywhere, every man is afraid of his neighbour; and though probably each individual would willingly throw off the despot's yoke, no one can be found to lead the van in the

struggle for liberty. The King's will is law, and a superstitious dread of his power supports him; yet he himself is in daily and hourly dread of being poisoned. Much has been said of his wealth, and be it what it may, it is derived from the Slave Trade; he is, in fact, the great slave-dealer. Every year he summons all the people of Abomey and the surrounding villages to attend him on an expedition, the men, and even some of the women, to fight, and the rest of the latter to carry provisions. Some doomed towns are destroyed, and several thousand human beings carried into captivity. The King claims all the captives, and pays the captors one dollar for each as prize money, besides providing them with their arms and ammunition. These slaves are subsequently sold by the King to the traders at an average price of 80 dollars each, and a duty of 4 dollars is levied on their exportation. Thus the King obtains his revenue with which to support his satellites, and can spare a portion of the captives to sacrifice at the customs, and keep up the reign of terror, which is his only guarantee for safety.

Hitherto all the endeavours of Her Majesty's Government to induce the Kings of Dahomey to abandon the Slave Trade have resulted in failure. A Treaty was concluded in 1852 with King Gezo, by which the British Government agreed to pay him a subvention for three years to compensate for the loss of revenue he would incur by giving up the Slave Trade; the Treaty was broken by Gezo a few months after he signed it, owing to which he never received any of the subsidy. On a subsequent occasion when he expressed himself willing to sign the Treaty and keep to the stipulations, Her Majesty's Government refused to grant the subsidy, on the plea that having broken his faith once, he should now have no compensation for his loss of revenue. No measures were, however, taken to enforce his keeping the Treaty, and it has thus, like most of the others in these parts, remained a dead letter.

It must not be forgotten that all this took place when there was little or no export of slaves from Whydah; Lagos being then the great slave-depôt. On account of this very circumstance the Consulate was removed from Whydah to Lagos, and thus the current of slave exportation was turned from the latter to the former place.

No. 22.

Consul Freeman to Earl Russell.—(*Received August 11.*)

(Extract.)

Lagos, July 3, 1862.

I HAVE the honour to forward to your Lordship herewith copy of a despatch I have addressed to his Grace the Duke of Newcastle, announcing that I have given permission to Kosoko and his people to return to Lagos, and detailing the reasons which have induced me to take this step.

Inclosure in No. 22.

Governor Freeman to the Duke of Newcastle.

(Extract.)

Lagos, July 1, 1862.

WITH reference to my despatch of the 7th of June, I have the honour to state that, at the earnest and oft-repeated entreaty of Kosoko, I started on the 17th ultimo in Her Majesty's steam-vessel "Investigator" to visit Epé.

We did not arrive at our destination till after sunset, so I delayed going ashore till the following day, when I landed at noon, and was received by Kosoko, his Chiefs, and people, with every honour and great demonstrations of joy and satisfaction.

According to the custom of the country, the first day was passed in feasting and merry-making, and every Chief but Kosoko joined in the wild national war-dance—an event which formed an epoch in the history of Epé; for on no former occasion had the old Chiefs, like Tappa and Possoo, condescended to dance.

On the 20th ultimo, Kosoko having intimated to me his desire to have a confidential interview with me, I paid him a visit in his private house, accompanied by Lieutenant Glover, and had a long conversation with him and three of his principal Chiefs, in the course of which he again beseeched me to give him permission to return to Lagos without delay. The principal reasons which he adduced for his unremitting urgency, I could not but acknowledge to be valid.

First, he said he was an old man, and could not live much longer; and were he to die in a foreign country, he could not, by the customs of his tribe, receive those funereal

honours due to his position, which circumstances would be a reproach to his memory, and a stain on the honour of his children.

Secondly, he said that as the war in the interior still continued, and the Ibadans are determined to make their way down to the coast, the Jebus cannot long hold out, in which case, if Odé should be taken, Epé must also be destroyed; for though friendly to the Ibadans, it is too rich a place for the wild ruffians of which their army is composed to withstand sacking it.

Lastly, he said that the King of Jebu, on whose territory he only lives by sufferance, has declared that if his army is successful against the Ibadans, he will then come down and drive Kosoko and his people out of Epé.

It was further pointed out to me that some months must elapse before the necessary preparations for the return to Lagos of so many people as form the following of Kosoko can be effected; and it was therefore of great importance to them to obtain, without delay, permission to return, in order that they may at once commence those preparations.

Moved by the force of Kosoko's arguments, I consented to grant the boon demanded, provided that, at a public assembly of the Chiefs and people, it should be unanimously agreed to accept my terms, which were, that they should place themselves unconditionally under the British rule, and should claim neither lands, houses, nor any other thing by right of former possession, but should go to Lagos as though they were immigrants arriving for the first time, and quietly establish themselves on any spot I might choose to grant them. A general meeting was accordingly called, and my terms, though hard, were at once accepted with evident content, and to the great surprise of the European merchants of Palma, who were present at the express invitation of Kosoko, and who had all along persuaded themselves that though Kosoko and his family, and perhaps Tappa, wish to return to Lagos, Possoo and the other Cabooceers are doing too well in their trade to leave Epé.

I started on my return on the morning of the 21st ultimo, and Kosoko will in a few days send down a messenger to see the site I may fix upon, on which to locate his followers.

No. 23.

Consul Freeman to Earl Russell.—(Received August 11.)

(Extract.)

Lagos, July 7, 1862.

I HAVE the honour to report that Mr. Vice-Consul Taylor returned to Lagos on the 13th June, having been rejected by the people of Abbeokuta, and dismissed from their town in the most insulting manner. I inclose herewith copies of two despatches addressed to me by that gentleman, detailing the circumstances of his rejection.

I trust your Lordship will approve of the letter I addressed to the Alake and Chiefs of Abbeokuta, respecting the state of our relations, a copy of which, as also copies of the Alake's letters to me, I inclose herewith.

I have thought it advisable to send Mr. Taylor back to England, as I see not the slightest chance of the Egbas changing their mind at present.

Inclosure 1 in No. 23.

Vice-Consul Taylor to Consul Freeman.

Sir,

Abbeokuta, June 5, 1862.

I HAVE the honour, and at the same time the mortification, to inform you of a public interview that I had yesterday afternoon with the Alake and Chiefs of this place, which seems to have been granted for the purpose of conveying to me, in the most public manner possible, their decision not to allow a British Vice-Consul to reside in their country.

They complain of broken promises on the part of England:—

1st. That England had promised to assist them against the Dahomians, but looked passively on at the destruction of Ishagga.

2nd. That Captain Jones, who had been sent to instruct them in the art of gunnery, after remaining only a few days in their town, and leading them to believe that he would do great things for them, went back to Lagos, to bring up, as he said, trained men to instruct them, but instead of returning as he had promised to do, sent them only an insulting letter.

They said also that they had two classes of foreigners in their country already, missionaries and merchants, and had no room for a third, and summed up by requesting Mr. Townsend, who, of course, was present at the interview, to beg that I would leave their town. The King and Chiefs arising, as if by previous concert, to depart. Immediately after delivering this request, it was, perhaps wisely, not translated to me until my return with Mr. Townsend; and from the apparent harmony and good understanding that seemed to exist between him and the people at the meeting, I confess that their rejection came upon me with surprise.

The complaints as to broken promises, &c., on the part of England amount to nothing; the great cause of the refusal being, as I am well informed, lest the Consul should, by-and-bye, as at Lagos, be superseded by a Governor.

Thus far, I have, as regards the formalities and etiquette of the country, placed myself entirely under the guidance of Mr. Townsend, who has kindly given me accommodation in his house, and who now advises me to leave at once. But here I find myself in a difficulty; for if, without making any allowance for the ignorance and, perhaps, under all the circumstances in some measure justifiable suspicions of the people, I take them at their word and leave abruptly, without any endeavour to reconcile matters, it may for a long time, if not for ever, effectually bar the door against our Government sending out an official Representative again, and thus the development of commerce in one of the finest, if not the finest, country in Africa would be materially marred, or, possibly, entirely suppressed, and the door opened to very formal, instead of friendly, relations between the Egbas and our new Settlement at Lagos, which, being so contiguous to each other, and so connected in business, would be most inconvenient, and, indeed, could scarcely long exist without an open rupture being the result, even if the present refusal do not be considered such a rupture. On the other hand, it is possible that neither your Excellency nor the Home Government might approve of my condescending, on the part of England, to endeavour, after such a decided rejection, to remove the foolish suspicions of the people, and thus bring about, if possible, a better understanding.

Under these circumstances, and as Mr. Townsend, who appears to be not only a sort of king here, but seems, also, to be fully aware of the movements, and even of the inmost thoughts and feelings of the people, advises me that it would be useless and imprudent of me to at all press the matter just now, I shall remain passive until favoured with your instructions how to act.

I have, &c.
(Signed) THOS. C. TAYLOR.

Inclosure 2 in No. 23.

Vice-Consul Taylor to Consul Freeman.

Sir,

Lagos, June 25, 1862.

I REGRET to inform you that it became impossible for me to remain at Abbeokuta as I had intended, sufficiently long to receive instructions from you relative to the matters mentioned in my despatch of the 5th instant.

On the 6th I was seized with an attack of remittent fever; but notwithstanding this, the Alake and Chiefs sent daily, and oftener, to know why I had not gone, and ultimately, on the morning of the 11th, they sent word that if I remained another night within the walls of Abbeokuta the house would be burnt over my head. I had requested the Rev. Mr. Townsend to go and say to the Alake that, after his rejection of me, I could not, of course, abide in his town; but that I was unwell, and wished to remain merely a few days until I should be so far recovered as to enable me to undertake the return journey with safety. This, however, Mr. Townsend declined to do, on the grounds that he did not consider he would be justified in making such a statement. The Rev. Mr. Champness, of the Wesleyan Missionary Society, had kindly consented to go to the Bashorun on the subject, but was ultimately persuaded by Mr. Townsend that to do so would be useless. Mr. Champness then offered me accommodation in his house, notwithstanding the threats of the people; but seeing that they were so determined to get me away at once, and observing, above all, that Mr. Townsend, for some reason best known to himself, shared in this anxiety for my departure, I considered that it would be wrong of me, by accepting Mr. Champness' invitation, to place both him and myself in a position so critical and anomalous. I accordingly, though little able for the journey, left Mr. Townsend's house on the evening of the 11th, and, as you are aware, arrived at Lagos about 11 o'clock on the night of the 13th. But having, on Monday the 16th, been seized with a renewed attack of fever in an

aggravated form, and accompanied with dysentery also, I have been unable, until now, to communicate these facts to you in writing. Perhaps I should mention, for your information, that although Mr. Townsend was, for some time prior to my arrival at Abbeokuta, quite aware that the Egbas had fully decided to reject me, yet he told me nothing of this until two or three days after my interview with the King and Chiefs, when I made some remarks on the good understanding that seemed to exist between him and the people, particularly at our interview with them, and taxed him with having been previously aware of their decision, and he admitted that he had been so for at least five days before my arrival.

The Egbas seem to be under some strange infatuation, which, it is to be feared, may be ruinous to them. Within the last three years they have lost five tributary towns. They are at war with Ibadan, on one side, have the hostile Dahomians on another, and now insult England, on the third. The war with Ibadan rages as fiercely as ever, and with so little prospect of peace that when I was at Abbeokuta the destruction of the cattle seemed to be seriously entertained, indeed had, I was informed, actually commenced, that, in the event of a siege, they might have more ground on which to grow provisions. Such is their state, and yet they indignantly refuse all offers of mediation for a peace.

Awaiting your Excellency's instructions as to my future movements as soon as I have quite recovered, I have, &c.

(Signed) THOS. C. TAYLOR.

Inclosure 3 in No. 23.

The Alake and Chiefs of Abbeokuta to Consul Freeman.

Sir,

Abbeokuta, June 11, 1862.

THE Alake, Bashorun, and Chiefs of Abbeokuta send their respects to you, and wish you health.

They desire to acknowledge the receipt of your letter recommending Thomas C. Taylor, Esq., as Vice-Consul of Her Majesty the Queen of England to them, and are very sorry to say that, having received no previous intimation respecting his coming to them as Her Majesty's Consul here, they are unable to accept him; for the missionaries, merchants, and officers who ever came here were accustomed to give previous notice, and people were usually sent to escort them, sometimes as far as a day's journey; why not with Mr. Taylor, Her Majesty's Consul?

The Alake and Chiefs hope it will not be taken as an insult to the Queen of England, for she has done much good to them; she has sent back freely to them their captured children, also missionaries and merchants with the view of Christianizing and civilizing their country, and they hope always to do all what lies in their power to manifest a friendly disposition to her. They are sorry to say that they have seen things arise leading to spoil the friendship that exists. They are very sorry that any such cause should arise.

The Egbas took the advice of the missionaries, and left off their former wars, and pursued agriculture to supply the English merchants with cotton, oil, and other produce, but the Ibadans (who had taken possession of their land) and the Dahomians would not cease to disturb them.

Many promises have been made by the English of preventing the Dahomians from disturbing them; but, alas! a town of theirs very near to them, called Ishagga, was destroyed early this year; the converts and their teacher were carried away. Besides all this, Mr. Roper, a European missionary, was captured and chained by the Ibadans; such conduct white people have never experienced here.

I remain, &c.
(Signed) D. WILLIAMS,
Clerk to the Alake.

Inclosure 4 in No. 23.

Consul Freeman to the Alake and Chiefs of Abbeokuta.

Lagos, June 14, 1862.

THE Undersigned, Governor and Commander-in-chief in and over the British Settlement of Lagos and its Dependencies, begs to acknowledge the receipt of the letter under date the 11th June, addressed to him by the Alake, Bashorun, and Chiefs of Abbeokuta.

The Alake, Bashorun, and Chiefs of Abbeokuta say in their letter that they are unable to accept Mr. Taylor as Her Majesty's Vice-Consul because his coming was not previously announced. The Undersigned cannot believe this to be the true reason for the rejection of Mr. Taylor; and if it really be so, he must observe that the Egbas cannot value the friendship and support of England, or they would not reject him for such a mere formality. The Egbas have often expressed a wish, either directly or indirectly, through the British Resident in Abbeokuta, to have an English Consul sent to them, and if they have changed their minds they should have said so in a friendly manner, instead of dismissing him in the insolent and haughty way they have done, and then putting forward an excuse so shallow that a mere child could see its falseness.

Her Majesty the Queen was graciously pleased to appoint a Vice-Consul to reside in Abbeokuta in order to cultivate and increase the friendly relations which formerly existed between the English and the Egbas, and the latter, by refusing to receive him, have grossly insulted Her Gracious Majesty. They have not insulted Mr. Taylor, for they had no objection to him personally, but only in his official capacity. They have not insulted the Undersigned, for he was merely obeying the command of his Sovereign in sending Mr. Taylor on to Abbeokuta with a recommendation to the Alake, Bashorun, and Chiefs. They have not insulted the British nation, for there are British merchants and others still living in Abbeokuta in peace and friendship with the natives. But they have insulted, and grossly insulted, our Gracious Sovereign, and her only; and every Englishman who is a real Englishman at heart will feel this insult to his beloved Queen, and be indignant against those who have offered it, more than if it had been offered to himself.

What is the use of the Egbas professing gratitude to the Queen of England for restoring to them their captured children, sending them missionaries and merchants, and conferring other favours on them, when they refuse to accept her messenger of friendship? How can the Alake, Bashorun, and Chiefs be believed by the Queen when they say one thing with their mouth and another by their actions?

The Undersigned agrees with the Alake, Bashorun, and Chiefs of Abbeokuta that things have arisen to spoil their friendship; but who has caused these things to arise? Who have robbed loads from the messengers of the Queen of England going to the Niger, and never made compensation for the stolen things? Who insulted the Representative of the Queen of England; late Acting Consul Mc Coskry, telling him not to interfere in their affairs, as they can make peace with their enemies when it is good for them? Who made a Treaty with Her Majesty's Government, through Commander Bedingfeld, on the 7th of November last, and have since perpetually broken the 1st Article of the same by not closing the road to Okeodan and other places by which slaves are sent to the coast for exportation; and further, by not punishing those of their own people who have broken this law? Who have been kidnapping and selling into slavery hundreds of the inhabitants of the town of Ijaye, whom they professed to be protecting? Who have been trying to kidnap women in Lagos and send them up to Abbeokuta? Who have been seizing Lagos people in Abbeokuta; and who have been threatening to stop the Lagos canoes, instead of applying to the proper authorities and Courts in Lagos for redress or justice? Who have been besieging the town of Makun at the request of a neighbouring King, and without any complaint of their own against the townspeople, and thus stopping commerce with the interior of Yoruba? Who has done all these things but the Alake, Bashorun, and Chiefs of Abbeokuta? And yet the Undersigned, Representative of the British Government, has but rarely been heard to protest, trusting always that the establishment of Her Majesty's Vice-Consul would smooth all difficulties, and remove all cause of disputes.

Has not England granted assistance to Abbeokuta against Dahomey when asked to do so; and did the Alake, Bashorun, and Chiefs ask assistance this year when Ishagga was destroyed? Do they consider that it is the duty of the Undersigned to keep watch for them, to inform them when the Dahomians are coming, and then to protect them? Do they not rather know, that when they require aid they must ask for it?

It is perfectly unimportant to the prosperity of the Colony of Lagos whether the Egbas receive or reject the British Vice-Consul, and the Undersigned will therefore merely send him back to England, and leave to Her Majesty's Government to demand the reparation they may choose for the insult offered to Her Majesty by the Egba authorities; but the Undersigned will always hold the Alake, Bashorun, and Chiefs of Abbeokuta responsible for any injury done to the persons or property of British subjects, Lagos people, or others under the protection of the British Government, as well as for any injury or insult offered to the Lagos Government or the Colony itself.

Finally, the Undersigned, as a true friend of the Egbas—and a far truer friend than those who tell the Egbas he is their enemy—would earnestly advise the Alake, Bashorun, and Chiefs to repair the error they have committed before it is yet too late. If they now

beg the Undersigned to send back Mr. Taylor, apologise for the indignity offered him, and accept him as a medium of friendly relations between the two Governments, Her Gracious Majesty will, no doubt, be pleased to overlook the previous affront; but if they refuse, and allow him to return to England and say how the Egbas, once the friends of the British, have insultingly dismissed him from their town, with the threat that if he did not leave immediately they would burn the house he was in over his head, they will incur the just and severe anger of Her Majesty's Government, the consequences of which the Undersigned will not enlarge upon, as not only the Alake, Bashorun, and Chiefs, but every individual Egba can well imagine them himself.

(Signed)

HY. STANHOPE FREEMAN.

Inclosure 5 in No. 23.

The Alake and Chiefs of Abbeokuta to Consul Freeman.

Sir,

Abbeokuta, June 24, 1862.

THE Alake, Bashorun, and Chiefs, desire me to acknowledge the receipt of your letter of June 14, with their best respects and greetings.

They are sorry to give offence: they desire their acts not to be viewed in that light. They beg leave to say that they do not in any sense mean to be disrespectful, or to be thought ungrateful to Her Majesty the Queen of England; they are exceedingly sorry their acts should appear to be so. They hope to be able by-and-bye to explain their conduct so as to give a right view of it. They beg most respectfully to decline your Excellency's offer, and to acknowledge your kindness in renewing it after they had sent Mr. Taylor away.

I remain, &c.

(Signed)

D. WILLIAMS.

No. 24.

Consul Freeman to Earl Russell.—(Received August 11.)

My Lord,

Lagos, July 8, 1862.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 23rd May, informing me that Her Majesty's Government are about to send an expedition up the Niger to communicate with Dr. Baikie, and instructing me to give the officer in command any advice and assistance in my power.

A courier from Dr. Baikie reached this after much difficulty about three weeks ago. He brought, besides a letter to me demanding supplies, a packet of despatches for your

Lordship, which I transmit by this mail.

The supplies asked for I shall not attempt to send overland, as they could not reach Lukoja much before the expedition up the Niger, and it would not, therefore, be worth while to run any risk for the sake of gaining so little time.

I have, &c.

(Signed)

HY. STANHOPE FREEMAN.

No. 25.

Earl Russell to Consul Freeman.

Sir,

Foreign Office, August 23, 1862.

I HAVE received your despatch of the 7th ultimo, together with its inclosures, relative to the refusal of the Chiefs of Abbeokuta to receive Mr. Taylor in his official character as British Vice-Consul at that place, and I have to acquaint you that I approve the letter which you addressed to the Chiefs relative to their conduct in this matter.

You will inform the Chiefs that, after the insult offered by them to the Queen and people of this country, no Consular officer will be sent to Abbeokuta until an ample apology shall have been made by the Chiefs of that place for their treatment of Mr. Taylor.

I am, &c.

(Signed)

RUSSELL.

No. 26.

Consul Freeman to Earl Russell.—(*Received October 13.*)

My Lord,

Lagos, August 8, 1862.

WITH reference to my despatch of the 7th of July, I have the honour to state that, in order to bring about a better understanding with the people of Abbeokuta, I proposed to pay the Alake a visit.

My proposal has, however, been rejected by the Alake and Chiefs for the present, upon the plea that the people of Abbeokuta are too excited against the English for a visit from me to do any good.

It is unfortunate that this attempt of mine to obtain an opportunity of explaining openly to the Egbas the position we hold towards one another should have failed, for every day is widening the breach between us caused originally by our objecting to, and not assisting them in, their war with Ibadan; and then increased by the idea which designing people have put into their heads, that a Vice-Consul was only sent to Abbeokuta to be superseded eventually, as at Lagos, by a Governor.

Mr. McCoskry, late Acting Consul, has been acting as Commissioner in the Slave Court since my arrival here, and in the course of his duty has given free papers to a few slaves who have run away from Abbeokuta.

Probably the Egbas will not believe that British law and justice are the causes of their losing their slaves, for whom, however, redemption-money was to be paid, especially as their advisers, some of the British missionaries in Abbeokuta, in the journal they publish, called the "Iwe Irohin," openly blame this Government for not sending back their runaway slaves; though they cannot be ignorant of the fact that the fate of the slaves, if returned, would be either death or brutal ill-treatment, and afterwards re-sale to some other place, probably Whydah.

Whether or not the Egbas think Mr. McCoskry acts merely according to his own caprice, and without regard to British law, they are determined to have their revenge of him; and his agent at Abbeokuta has been threatened on various occasions. One day a party of 100 armed men entered his factory with intent to rob the place, and they were only persuaded to depart on the payment of 14*l.*, which the Chief said was the value of a runaway slave, whom he considered ought to have been returned to him by this Government. Other people have sent notice to Mr. McCoskry's agent that they are coming to obtain indemnity for the loss of their slaves; and the Alake and Chiefs, though applied to, say they can do nothing, and the money had better be paid.

Another Egba has caused to be seized in Abbeokuta some relations of Mr. Davis, Head of the Liberated African Yard in Lagos, because there happens to be a runaway slave of his in that Department.

I have sent a remonstrance to the Alake and Chiefs demanding the release of Mr. Davis' relations, and restitution of the money taken from Mr. McCoskry's factory. I much fear, however, that my remonstrance will have little effect, for the Alake and Chiefs seem to have no power. The real cause of all the disputes with the Egbas is that there is literally no Government. There is unquestionably a large party devoted to commerce and desiring peace; but, on the other hand, there is the war party which, though small, does what it likes, there being no Head with sufficient power and authority to control them.

These considerations induce a fear that we shall not bring the Egbas to reason by any but coercive means. When Dahomey organizes another expedition against Abbeokuta they may, perhaps, again seek our friendship; but I rather doubt it, as they say the English are strong on the coast on account of their ships, but can do nothing inland. If they persist in their opposition, stopping their trade from Lagos to Porto Novo would, I am certain, soon bring them to terms, as it is a measure which would be felt by every member of the community.

I therefore trust that your Lordship will sanction my adopting this course if I should think it necessary.

I have, &c.

(Signed)

HY. STANHOPE FREEMAN.

Consul Freeman to Earl Russell.—(*Received October 13.*)

(Extract.)

Lagos, August 10, 1862.

HAVING only received the inclosed copy of a letter addressed to the Commodore late last night, I have barely time to forward it to your Lordship with a few hasty observations.

I have every reason to believe in the truth of Mr. Euschart's statements, as I was informed some time since from Whydah that the King of Dahomey had sent down to that town to say that as he had heard a great deal of Dutchmen, but had never seen one, if there should be one at Whydah he was desired to come up to Abomey.

My letter to King Badahun has never received a reply, which is accounted for by the brutal massacre of the prisoners from Ishagga. No Sierra Leone emigrant but Mr. Doherty having been taken, the sixteen men and sixteen women mentioned by Mr. Euschart were probably dressed up in European clothes and called Sierra Leone emigrants to impress the Europeans with the King's little dread of their power.

I cannot help thinking that Mr. Euschart's estimate of the Dahomian army is much overrated, when it is considered the immense space 50,000 of even the best disciplined troops would cover, and the length of time they would take marching past.

Inclosure in No. 27.

Commander Perry to Consul Freeman.

Sir,

"Griffon," at Little Popoe, August 6, 1862.

I THINK it my duty to lay before you, with as little delay as possible, the following information concerning Dahomey.

On the 5th of August when at anchor off Little Popoe, I received a letter from the shore stating that Mr. Euschart, a Dutch merchant residing at Popoe, had just returned from Dahomey, and that he had news of great interest for my ear.

This Mr. Euschart I have had frequent conversations with; and I have every reason to believe that his information is most accurate, trustworthy, and reliable. I therefore borrowed a surf boat from a Dutch brig then lying in the roads, and having manned her with ten of my own kroomen I with great difficulty effected a landing, two boats out of three that tried the beach that day being capsized, owing to the very heavy surf.

I give the substance of Mr. Euschart's information as closely as possible. I jotted it down in my note-book during our conversation.

It appears that Mr. Euschart went to Whydah on trade business in the middle of June, and on the 24th June, while still at Whydah, he received the stick of the King of Dahomey, with an instruction that his presence was required at Abomey, Mr. Euschart tried every method of evading the journey, but without avail; the Cabooceers of Whydah plainly telling him that he would be carried to Abomey as a prisoner, if he did not at once willingly obey the King's message.

Accordingly at 1 p. m. of June 26th having provided himself with six hammock men, he left Whydah for Abomey escorted by an armed party of Dahomians; reached Alada, the old residence of the King of Dahomey the same evening; June 27th, 1 p. m., left Alada and arrived at Tabour at 10 p. m.; June 28th, 5.30 a. m., started for Kannos through swamp—very little water over swamp and easily passed; 9.30 a. m. started, and arrived outside Abomey at 7.30 p. m.: the road the whole way having been very good.

He was at once shown into a very fair house and told to remain there during the night.

June 29.—Received a message from the King that he was to be presented the next day.

June 30.—Entered walled part of town through Royal gate; received there by two head Cabooceers, who saluted him, saying, King had never seen a Dutchman, King's father had never seen a Dutchman, and now they had plenty of people to kill they were very glad to see a Dutchman.

He was then ordered to drink the King's health four times, after which the Cabooceers danced round him, singing and firing guns.

He was then conducted to King's palace and received there by Prime Minister, who told him the King would receive him next day.

July 1.—Received by the King, who was seated outside of palace on a raised dais surrounded by Amazons. He saluted the King in European style. The King at once got up and shook hands with him, said he was very glad to see a Dutchman, and continued talking

in Portuguese for about ten minutes ; he was then ordered to return to his house and keep inside three days.

July 5.—He was brought to the market-place, where he was told many had been killed the night before. He first saw the body of Mr. Wm. Doherty (a Sierra Leone man), late a Missionary and Church Catechist at Ishagga ; the body was crucified against a large tree, one nail through the forehead, one through the heart, and one through each hand and foot : the left arm was bent and a large cotton umbrella in the grasp.

He was then taken to the market, where the King was seated on a raised platform from which he was talking to the people much "war palaver," and promising them an attack on Abbeokuta in November ; cowries, cloth, and rum were then distributed. In front of market-place rows of human heads, fresh and gory, were ranged, and the whole place was saturated with blood ; the heads evidently belonging to some of the Ishagga prisoners who had been killed during the night, after having been tortured in the most frightful manner.

Until July 10th Mr. Euschart was ordered to remain quiet in his house, and not to move or look out after sundown.

July 10.—The ground shook violently ; evidently, from the date, the effect of the earthquake felt at Accra. Mr. Euschart was at once brought to the market-place, where he found the King again seated on the raised platform surrounded by Amazons. The King told him that the "ground shaking" was his father's spirit complaining that "customs were not made proper."

Three Ishagga Chiefs were then brought before the King and told they were to go and tell his father that "customs should be better than ever ;" each Chief was then given a bottle of rum and a head of cowries, and then decapitated. Twenty-four men were then brought out bound in baskets, with their heads just showing out, and placed on the platform before the King ; they were then thrown down to the people, who were dancing, singing and yelling below. As each man was thrown down he was seized and beheaded, the heads being piled in one heap, and the bodies in another ; every man who caught a victim and cut the head off, received one head of cowries (about 2s.).

After all were killed Mr. Euschart was conducted home.

July 11.—Taken to another part of the town, where exactly similar horrors were being perpetrated.

July 12.—All the platforms were taken down, and the programme appeared to be, firing guns, singing and dancing all day ; there were no more public sacrifices for ten days, but it is supposed many took place during the nights.

July 22.—Taken to see the "grand customs" at the palace of late King, at the gates of which two platforms had been erected. On each platform sixteen men and four horses were placed. Inside the house was placed another platform, on which were placed sixteen women, four horses, and one alligator : the men and women were all Sierra Leone people captured at Ishagga, and were dressed in European clothes ; each group, sixteen men, seated or rather bound in chairs placed round a table, on which glasses of rum were placed for each.

The King then ascended the platform, where he adored the Dahomian fetish, and seemed to make obeisance to the prisoners, whose right arms were then loosed to enable them to take up the glasses to drink the King's health. After the King's health had been drunk, the effects of the late King were paraded and worshipped by the people as they passed ; a grand review of the "troops" then commenced, and as each marched past, the King harangued them and promised the sack of Abbeokuta in November.

Nearly the whole of the troops wore fire-arms ; a few select corps had rifles, but the greater part were armed with flint-lock muskets.

The artillery consisted of about twenty-four guns (12-pounders) ; the number of troops altogether could scarcely have been less than 50,000, including 10,000 Amazons, all apparently well-disciplined troops. After the review was over the prisoners were beheaded, their heads being hacked off with blunt knives ; at same time the horses and alligators were despatched, particular care being taken that their blood should mingle with that of the human prisoners.

When all was finished Mr. Euschart was permitted to leave Abomey, which it is needless to say he immediately did, having received the magnificent "viatica" of eight heads of cowries (16s.), one piece of country cloth, and two flasks of rum.

Mr. Euschart firmly believes that Abbeokuta will, without a doubt, be attacked by the whole Dahomian army towards the end of November.

I have, &c.
(Signed) T. L. PERRY.

No. 28.

Consul Freeman to Earl Russell.—(Received October 11.)

(Extract.)

Lagos, September 5, 1862.

IN reply to your Lordship's despatch of the 23rd June, informing me that the expedition up the Niger this year would be confined to conveying supplies to Dr. Baikie, and that Her Majesty's ship "Investigator," Lieutenant Commander Lefroy, would be employed for this purpose, I have the honour to inform your Lordship that the instructions from the Admiralty having been transmitted through Commodore Edmonstone, who was at Ascension, Lieutenant Lefroy did not receive them until the 23rd ultimo, and on the 28th he left Lagos, having been delayed two days by the roughness of the sea on the bar.

A further delay will be experienced by his having to proceed to Fernando Po for the supplies for Dr. Baikie, which were forwarded by Her Majesty's Government to that Island.

I trust, however, that the "Investigator" may have reached the mouth of the Nun on the 3rd instant, where she will have found Her Majesty's ship "Brisk," Captain Luce, waiting to coal her and start her on her voyage up the Niger. In spite of the lateness of the season, the lightness of her draft will, no doubt, enable her to perform her up and down journeys without any mishap.

No. 29.

Consul Freeman to Earl Russell.—(Received October 11.)

My Lord,

Lagos, September 5, 1862.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 23rd July, acquainting me that a box containing a coat of mail and gauntlets intended as a present from Her Majesty's Government for Massaba, King of Nupe, had been forwarded to my address by the mail-steamer which left Liverpool on the 24th July, 1862.

The box in question was duly delivered to me from the mail-steamer on its arrival here on the 21st ultimo, and I forwarded it by Lieutenant Lefroy, Her Majesty's ship "Investigator," to Massaba, King of Nupe, accompanying it with a letter to that Chief.

I have, &c.

(Signed)

HY. STANHOPE FREEMAN.

No. 30.

Consul Freeman to Earl Russell.—(Received October 11.)

My Lord,

Lagos, September 8, 1862.

I REGRET to have to inform your Lordship that affairs in the Benin river are in a very disturbed state, and without the employment of a considerable force peace and safety to life and property cannot be restored.

On the 24th of May the factory of Mr. R. C. Henry was attacked and plundered of a considerable amount of property, and his wife grossly insulted and obliged to fly through the bush and take refuge at another factory, Mr. Henry being absent at the time at the bar. Mrs. Henry has since died from the effects, it is to be feared, of the excitement and exposure.

On receiving information from Mr. Henry, I applied to the Senior Naval Officer to send a vessel down to the Benin. Her Majesty's ship "Bloodhound" was ordered to the Benin in consequence; Lieutenant Stokes, her Commander, being instructed to inquire into the matter. Lieutenant Stokes, however, did not even cross the bar, and returned without investigating the affair, or bringing me any further information than I had received before.

Having received another letter from Mr. Henry, I applied again, on the 28th July, to the Senior Officer to send a vessel down, which he promised to do so soon as he should be able.

In the meantime, however, Mr. Henry went down to Fernando Po in the mail, and there stated to Her Majesty's Consul, Captain Burton, that he could not return to Benin unless the matter were taken up by Government.

Captain Burton upon this made a requisition on Her Majesty's ship "Bloodhound," to take Mr. Henry back. This time Lieutenant Stokes crossed the bar, and remained three weeks in the river, while Captain Burton, who had accompanied him, went on a trip up to the town of Benin. The "Bloodhound" subsequently came on to Lagos, bringing Mr. Henry and Captain Burton; and the latter gentleman addressed me a letter, of which I inclose herewith a copy.

Lieutenant Stokes, however, reported nothing to me, and anchored so far out that his Senior Officer, Lieutenant-Commander Glover, could not signalize with him from Her Majesty's gun-boat "Handy" inside this river. The "Bloodhound" thus left again without my being able to communicate with Lieutenant Stokes.

I doubt not but that I shall soon hear from Captain Luce, R.N., Senior Officer in the Bights, whether he has taken any measures, and I will then inform your Lordship; and if I can possibly manage to leave my post, I shall proceed myself to Benin. Unfortunately, however, in consequence of the lack of Government officials at Lagos at present, the direction of every department falls upon myself, which of course prevents me from going any distance from the seat of the Government.

As Mr. Henry has expressed to me his intention of bringing his affair forward in England, I think it my duty to mention that he is perpetually in dispute with the natives. In the present case, he came out to collect bad debts, partly on account of his creditors, he having failed in business. He addressed me a letter from the mail-steamer on his way down the coast, informing me that he was going to collect debts to the amount of 20,000*l.*, and he wished to know to whom he should apply for redress in the event of any outrage being committed on him.

From this he appears to have been prepared for an outrage, and, I fear, did not try to avoid it, hoping thereby to obtain the interference of Her Majesty's Government to collect his debts, and little dreaming the lengths to which the natives would go, and the sad consequences which would result to his own family.

I have, &c.
(Signed) HY. STANHOPE FREEMAN.

Inclosure in No. 30.

Consul Burton to Consul Freeman.

Sir,

Lagos, August 30, 1862.

I HAVE the honour to bring the following circumstances to your notice.

On the 28th of July I received an emergent application from Mr. Henry, a merchant in the Benin River, stating that he could not return there without assistance from Government. I offered to conduct him back and to remain in the river until your wishes were known, to which purport a requisition was made by me upon Lieutenant-Commander Stokes, Her Majesty's ship "Bloodhound."

We left Fernando Po on the 1st August, and entered the Benin River on the 3rd. On the 4th the supercargoes requested me, provisionally, to suspend the trade, and on the 6th August the whole affair was officially reported to you. The boat, however, was capsized; the man Rugg, who commanded her, was drowned; and her crew of four or five Kroomen have been made prisoners and are still held for ransom by the villainous Yakri men.

Whilst awaiting your reply, Lieutenant-Commander Stokes and I, accompanied by Messrs. Henry and White, visited the cities of Warru and Benin. My conclusion is that the state of anarchy now existing in the lower river cannot be modified by the Kings and Princes of those once important places.

During our absence, however, Her Majesty's ship "Bloodhound" was enabled to lend important aid to Messrs. Harrison's factory, which the Kroomen had threatened to burn.

When informed of the loss of the boat it was judged advisable to visit Lagos in person and to lay the details before your Excellency. The "Bloodhound" had remained nearly three weeks in the River Benin without any effect. Nothing, indeed, but the strongest measures, which of course I was not authorized to undertake, can put us in possession of the villain Akabwa. He is extensively connected, has some power of his own, and his village is situated up a narrow creek some fifteen miles from the sea.

Matters have been allowed to proceed to such a point that the removal of trade from the Benin to its eastern neighbour the Escados is, perhaps, the sole measure that would cause the rendition of the criminals.

I have, &c.
(Signed) RICHD. F. BURTON.

No. 31.

Earl Russell to Consul Freeman.

Sir,

Foreign Office, October 23, 1862.

I HAVE received your despatch of the 8th of August last, reporting that the Egbas at Abbeokuta have, in one instance, imprisoned some relatives of Mr. Davis, the head of the Liberated African Yard at Lagos; and in another case have robbed Mr. McCoskry's agent at Abbeokuta, in retaliation for the refusal of the authorities at Lagos to give up to their owners some slaves who had escaped thither from Abbeokuta; and I have to acquaint you that I approve of your having demanded from the Alake and Chiefs of Abbeokuta the surrender of Mr. Davis's relations, and the restitution of Mr. McCoskry's money.

With regard, however, to your request that you may be authorized to stop the trade from Lagos and Porto Novo to Abbeokuta in the event, which you anticipate, of the refusal of the Alake and Chiefs to accede to your demands, I have to state to you that I think it will be advisable to refrain, for the present, from taking any hostile measures such as you suggest against the Abbeokutans.

Her Majesty's Government would prefer that time should, if possible, be allowed for the present hostile feeling to subside, which has not unnaturally been engendered on the part of the Abbeokutans by finding that their slaves have a secure refuge in the neighbouring Colony of Lagos.

If, however, the Abbeokutans should refuse to release Mr. Davis's relations and to compensate Mr. McCoskry for his losses, you will warn them that, sooner or later, Her Majesty's Government will exact reparation for any injuries which may be committed on British subjects; and you will consult with Commodore Wilmot as to any measures short of actual hostilities which it may be practicable to adopt with the view to bring the Abbeokutans to reason, but you will not carry any such measures into effect without reference to me.

I am, &c.

(Signed) RUSSELL.

No. 32.

Mr. Layard to Consul Freeman.

Sir,

Foreign Office, October 31, 1862.

I AM directed by Earl Russell to refer you to his Lordship's despatch of the 24th of March last, by which you were directed to report whether any steps had been taken by the Alake and Chiefs of Abbeokuta to make good the value of the articles belonging to the Niger Expedition which were stolen in the year 1860, whilst on their passage through the country over which the Abbeokutan Chiefs claim jurisdiction.

As no report has been received from you on this subject, I am to desire that you will inform Lord Russell what steps you took in execution of the instructions conveyed to you in his Lordship's despatch of the 24th of March; and, in the event of restitution not having been yet made, you will again call upon the Chiefs of Abbeokuta for compensation.

I am, &c.

(Signed) A. H. LAYARD.

No. 33.

Consul Freeman to Earl Russell.—(Received November 11.)

My Lord,

Lagos, October 3, 1862.

I HAVE the honour to report to your Lordship that I have received a letter from the Bashorun and Chiefs of Abbeokuta, informing me of the decease of the Alake on the 4th September.

The late Chief possessed so little influence in the country over which he was Sovereign, that I fear there is little chance of this loss to the Egbas having any influence on their policy.

I have, &c.

(Signed) HY. STANHOPE FREEMAN.

No. 34.

Consul Freeman to Earl Russell.—(Received November 11.)

My Lord,

Lagos, October 8, 1862.

I HAVE the honour to report that Her Majesty's ship "Griffon," Commander Perry, captured off Whydah, on the 23rd ultimo, a vessel, name and nation unknown, fully equipped for the Slave Trade, but with no slaves on board, having been prevented from shipping a cargo by the presence of Her Majesty's ship "Mullet," in the Whydah Roads. The vessel was brought into Lagos harbour on the 29th ultimo, and was condemned to Her Majesty on the 3rd instant in the Vice-Admiralty Court of this Settlement.

This is the first slaver that has been taken in the Bights for four years, and I trust it will be followed by other captures; for the slave-depôts at Whydah are overcrowded at present, and every effort will be made to make a shipment.

I have, &c.

(Signed) HY. STANHOPE FREEMAN.

No. 35.

Consul Freeman to Earl Russell.—(Received December 13.)

(Extract.)

Lagos, October 29, 1862.

I REGRET to have to inform your Lordship that a shipment of slaves on board a steamer under French colours* was effected at Aghwey at about 11 o'clock on the morning of the 20th instant. The number of slaves shipped was 1,007.

This successful shipment is another proof of the correctness of my opinion, stated on several occasions to your Lordship, that it is impossible to suppress the Slave Trade by cruisers alone, however active and energetic their commanders may be, as the slave-dealers find means of obtaining most precise information respecting their movements.

In the present instance, the cruisers were all on the alert, expecting the steamer which was to have shipped the slaves at Whydah, but the coast being so closely watched, the slaves were sent by lagoon to Aghwey to be embarked there. Her Majesty's steam-sloop "Griffon," Commander Perry, seeing a French steamer appear, gave chase, but the suspected vessel turned out to be a French man-of-war, the "Lamotte Piquet," Commander de Fevre. The "Griffon," however, had burned all her fuel in the chase, and was forced to proceed to Fernando Po to coal, when the expected French slaver ran in, and succeeded in carrying off her cargo.

No. 36.

Consul Freeman to Earl Russell.—(Received December 13.)

(Extract.)

Lagos, November 1, 1862.

I HAVE the honour to report that Her Majesty's ship "Investigator," Lieutenant-Commander Lefroy, arrived in the Lagos Roads from the Niger on the evening of the 25th ultimo.

The next morning, in attempting to enter the river, she went ashore on the west side of the bar, owing to her course being laid on the old marks, the bar having entirely changed during her absence of two months from Lagos. About half-past 4, however, she got off again with a rising tide, and steamed out to the anchorage.

The ship was but little strained, and the only casualty was the loss of a white man, who jumped into the sea to try and save a very fine horse that Lieutenant Lefroy was bringing down from the Niger for me.

The "Investigator" afterwards entered the river on the 27th, and she will proceed to Sierra Leone in a day or two to repair any damage she may have sustained.

I regret to say that Lieutenant Lefroy was unable to communicate with Dr. Baikie, the latter gentleman being absent from Lukoja on a journey to Kano and Sokoto.

The "Investigator" having left the stores at Lukoja proceeded up to Rabba, from whence Lieutenant Lefroy journeyed by land to King Massaba, who was encamped with his army about seven days' journey distant, and who sent down horses to bring the party up.

* This vessel turned out to be the Spanish steamer "*Noc d'Aqui*," owned by M. Zulueta, of Cuba.

King Massaba was very pleased to see a British officer, though he was evidently annoyed that his friend Mr. Glover had not been sent. He was delighted with the coat of mail presented by Her Majesty's Government, saying it was a proof he is not forgotten in England. Lieutenant Lefroy also delivered to King Massaba a letter from me, informing him of the cession of Lagos to the British Crown, and begging him to combine with me to open and make safe the roads in the interior.

The King said that he was then at war at the wish of the Emir of Sokoto, chastising and taking the country of the Gamberi, who for years have interrupted the direct communication between Sokoto and Rabba. He then added that he would make it his first business, on his return from the war expedition, which would be ended in two or three months, to send down messengers to me and open the road as far as his influence extends, as he is very anxious for trade with the English.

There seems, at the present moment a slight bending towards peace between the Egbas and Ibadans.

If any substantial result should accrue from the negotiations, I shall immediately endeavour to send off messengers to the Niger, to communicate with King Massaba and Dr. Baikie.

AFRICA. (*Consular*)—*Bight of Biafra.*

No. 37.

Consul Burton to Earl Russell.—(Received January 10, 1862.)

(Extract.)

Lagos, November 20, 1861.

I HAVE the honour to report that, on the 8th October, Commodore Edmonstone offered me a passage in Her Majesty's ship "Arrogant," which I accepted, for the purpose of finding a gun-boat at Lagos to enable me officially to visit the oil rivers. We left Fernando Po on the 10th ultimo, arrived at Lagos on the 14th October, and there I was delayed a fortnight by a slight attack of the usual seasoning-fever.

Commander Bedingfeld, Senior Naval Officer of the Bights Division, was proposing to visit Abbeokuta, and I availed myself of his kind offer to accompany him. On the 29th ultimo we set out in two gigs, manned by kroomen, the party consisting of Commander Bedingfeld, Dr. Eales, of Her Majesty's ship "Prometheus," and myself.

Our ascent of the river (seventy-six to seventy-seven miles from Lagos to Abbeokuta) occupied four days, and I assisted Commander Bedingfeld in making a sketch-survey of the river.

With respect to the Ogun, or Abbeokuta River, it is perennially navigable for flat-bottomed steamers and large boats as far as Igáon, a village about twenty-six miles distant from Lagos. Beyond that point, gigs and canoes can make Agbameya, the town landing-place of Abbeokuta, and even Aro, six miles beyond Agbameya, during the greatest part of the year.

Yoruba generally appears to be sufficiently provided with water-communication, forming a great contrast to British India. The lagoons, everywhere subtending the coast, are a natural system of canalization, and the influence of such highways upon cotton exportation cannot fail to be of the utmost importance.

Arrived at Agbameya on the 1st November, we mounted horses, and, accompanied by two gentlemen of the Church Missionary Society, rode over the eight miles of ground between the landing-place and Aké, the head-quarter village of Abbeokuta, or, as it is locally called, Understone.

During our week's stay at Aké I saw, in company with Commander Bedingfeld and Dr. Eales, the Alake, or Chief, who calls himself King, of Abbeokuta, four times. I also embraced every opportunity of making myself acquainted with the position of affairs, now in a somewhat abnormal state, and with the prospects of cotton-growing and the return of peace.

Though expecting to find some exaggeration in the published accounts upon the now-popular subject of cotton-growing, I was pleasantly disappointed with Yoruba. The country and the climate are both admirably adapted for the shrub, and, as has been remarked, they offer water-carriage till railroads can be opened. Tappa, one of the Cabooceers, or Chiefs, of Epé, has, amongst others, reported his desire to enter into the industry, and only wants an instructor from Europe. His example will be followed by others, if encouraged, and if proper persons (not any chance-comer, with a black face and a glib tongue) are sent out by the Cotton Association, cotton will soon rival the palm tree as an extinguisher of the Slave Trade.

But at Abbeokuta cotton-growing now labours under the disadvantage of a war. The first export was in 1854, when, under the superintendence of the missionaries, a few bales found their way to the coast. The growth, it is reckoned, doubled every year till about September 1859, when hostilities began. The Cotton Association of Manchester confidently expected for that year 20,000, and received only 3,447, bales.

Still I look forward to better times.

Cotton may be bought at Abbeokuta for 3*d.* to 4*d.* per lb. cleaned, and shipped at Lagos for 4*d.* to 4½*d.* It is always worth 6*d.* in the English market. Freightage is at

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present 1*d.* per lb., as dear as Indian and about double the American; but the steamers have, as it were, a monopoly. On the seaboard, a longer and a better staple, rather resembling the Egyptian than the Indian, can be made to grow. I have visited the cotton-fields from Baroda to Texas, and have rarely seen the various requisite conditions for producing a first-rate article so well combined as in Yoruba.

The Egbas, or people of Abbeokuta, are a race of farmers, bred to moderate work, and the population (about ten souls per square mile) makes the country independent of immigration. There is, at present, far too much liberty, or rather licence. The Alake has neither the power nor the state of the smallest Indian Rajah; moreover, as usual in these African semi-Republican tribes, "every man," as their own proverb has it, "is King in his own house." This, however, will cease. As individual wealth and importance increase, some man will succeed in making himself King.

The war between Abbeokuta and Ibadan has already lasted twenty-one months. The nominal cause, advanced by the Abbeokutans, is a patriotic and laudable desire to recover the ancestral soil of which they were dispossessed about half-a-century ago, when the great Moslem-Fula movement, pressing northwards from the Niger upon Yoruba, drew Yoruba south upon the Egbas, and occasioned intestine feuds which ended in the dispersion of the latter tribe.

The real object of the war is rather of the present than of the past. Abbeokuta, considerably puffed up by the attentions of England, and by dealing with missionaries, merchants, and others, who pay court to her, has resolved to constitute herself sole medium and channel of trade between the interior and the maritime countries, which exclusion from the seaboard the Ibadans of course will not endure. The proceeding is purely African. It is found throughout the country southwards. At Brass, Bonny, Calabar, and Cameroons, for instance, the towns are mere settlements of factors, or middle men, who live in plenty and idleness upon brokerage between the "bushman" and the white trader. Abbeokuta naturally aims at the African's *summum bonum*—wealth without work. Ibadan of course demands a free passage to the sea-coast, ever a *sine quâ non* of African prosperity.

The quarrel is now waxing stale, but it is complicating itself. The people of Ijaye were the *cheval de bataille*. Attacked by the Ibadans, they called in to their assistance the Abbeokutans, and they have had occasion to regret the step. The hapless tribe has, it is said, seen some thousands of their number sold off by their allies, who look upon them as Commissariat, seized by their enemies and pawned by themselves to prevent starvation. Of late the Abbeokutans have been informed that the Moslems of Ilori are ready to attack Ibadan, a diversion in their favour which, if it take place, will end well for Moslem and badly for Pagan rule. On the other hand, the Ibadans are reported to be intriguing with the King of Dahomey, who, it is said, is already preparing the sacrifices which inaugurate his annual "commando."

The Abbeokutan style of campaigning has been excellently described by the late Captain A. T. Jones, 2nd West India Regiment. It is a truly futile affair. With respect to the letter of that lamented officer, I have to differ with him on one point—his severe treatment of the Egbas for neglecting the ordnance presented to them by the British Government. Had those guns been swivels, wall-pieces, or "zamburaks," they would have been prized and used. Brass 6-pounders are far beyond such barbarians; as the African saying is, they "eat too much powder."

On Thursday, the 7th instant, the Alake and his Civil Chiefs signed, at the instance of Commander Bedingfeld, a Treaty of three Articles:—

1st. They undertook to close all the coast-roads where Ijayan subjects could be exported.

2ndly. They bound themselves to abolish, for ever, human sacrifices.

3rdly. They promised never again to close the Lagos road, but to permit the merchants to hire carriers from that port.

This procedure was the purest complaisance on their part. They promised to enforce exactly what they could not enforce. Hardly had we returned to Lagos before we heard of another human sacrifice at Abbeokuta, perpetrated in open day, and which the Rulers confessed that they were powerless to stop. As all their warriors are volunteers, after the feudal style, an occasional kidnapping of Ijayes may be defined to be their pay, allowances, and rations. One point conceded, however, is important. If the Lagos road be really kept open, the war must die a natural death. As it is, both parties are, I believe, right tired of fighting, though each is unwilling to confess the fact, and perhaps they are at times buoyed up by delusive hopes. At any rate, the Abbeokutans unhesitatingly rejected, in public, our hints touching mediation.

No. 38.

Earl Russell to Consul Burton.

Sir,

Foreign Office, February 26, 1862.

I AM directed by Earl Russell to transmit to you the accompanying copy of a letter from the African Steam-Ship Company, complaining that a demand has been made by King Pepple upon their agent in the Bonny River for the payment of the sum of 400*l.* in respect to their hulk "William Money," which is used as a store for the reception of fuel for the use of Company's steamers, and not for purposes of trade.

I am to desire that you will inquire into this matter; and if you should find that the demand made upon the African Steam Company's agent is not borne out by the stipulations of the Treaty of the 3rd of October, 1850, between Her Majesty's Government and King Pepple, you will give the King to understand that he cannot be allowed to enforce it, and that he will be held responsible for any charges that he may levy on British shipping that are not authorized by Treaty.

I am, &c.

(Signed) RUSSELL.

Inclosure in No. 38.

Mr. Campbell to Sir J. Emerson Tennent.

*African Steam-Ship Company (incorporated by Royal Charter),
3, Mincing Lane, London, February 12, 1862.*

Sir,

I HAVE the honour to state that the Directors of this Company have received notice from King Pepple that he has resumed the sovereignty of the River Bonny and its dependencies, and he demands payment of the sum of 400*l.* on this Company's hulk "William Money." This vessel is used as a store for the reception of fuel for the use of Company's steamers, and not for the purposes of trade.

The Directors are anxious to know if there is any Treaty in existence between Her Majesty's Government and King Pepple by which anchorage or other dues are governed, or if there is any authorized scale of rates, and they have desired me to beg the favour of a copy of same, if any such exist.

I have, &c.

(Signed) DUNCAN CAMPBELL, *Secretary.*

No. 39.

Consul Burton to Earl Russell.—(Received March 14.)

(Extract.)

Camaroons Mountains, January 14, 1862.

I REGRET that an accident has delayed me for nearly three weeks upon these mountains, and has prevented my forwarding the three-monthly Returns, &c., from Fernando Po.

I have the honour to inform your Lordship that on November 21, 1861, I left Lagos in Her Majesty's ship "Bloodhound," Lieutenant-Commander W. D. M. Dolben, and proceeded officially to the "oil rivers." On December 13 the tour was brought prematurely to a close. I was unable to visit the Old Calabar by the illness of the crew, thirteen Europeans out of fifty-five, besides the Commanding Officer and the Chief Engineer, being prostrated by fever.

Perhaps the remarks which occurred to me during the twenty-two days of active work may be deemed worthy of being communicated to your Lordship.

On November 24 we entered the Nun (Niger) River. The Consular jurisdiction of the Bight of Biafra begins westward at Cape Formosa, but where that cape is nobody knows; I am therefore doubtful whether the Nun River is or is not under me. We spent a day lying off the new missionary station at the entrance of the great stream, and I devoted my time to inquiring into the prospects of opening up this north river to commerce and navigation.

The exploration of the Niger has hitherto been unsuccessful for two reasons. Firstly, there has been a clashing of interests, naval, mercantile, and missionary: whereas the three should follow one another in due order. Secondly, establishments upon the Niger would soon destroy the traffic of the Benin, Warri (Warree), and Brass Rivers. The

native traders therefore, egged on by others, have caused that bitter hostility on the part of the natives inhabiting the lower banks of the stream, which still continues to cost us life.

But the Niger will, when opened, export 5*l.* when the three streams above mentioned give 1*d.* I venture to express a hope that this great approach to the heart of Africa will not, at so late a period, be neglected by Government. It will tend to encourage legitimate trade—cotton, indigo, palm oil, and Shea butter, in exchange for cloth, salt, and kola nuts—far more profitable investments than the poisonous rum, and the arms and ammunition, which now form the staple of import, and which the West African merchants, with a curious perversity, will not, though aware of the fact, be persuaded to discontinue. And besides being an adit to trade, the Niger is destined to become the highroad of Central African exploration, and the means, if there be any, of diffusing light throughout the interior of the “dark Continent.”

The hostile villages are five or six in number, between Anjiamá and Aboh, on the Lower Niger. They would require some correction, to be followed by the establishment of a certain comeys, whose withholding is one of their principal grievances. This might easily be accomplished by two gun-boats (one being required to support the other in case of accidents); the one should be of the class “Locust” and “Spitfire,” now laid up in ordinary; the other, a smaller craft, 40-horse power. With two such vessels, I would set out in July next, and would undertake that after six months not a single shot should again be fired in anger upon the Lower Niger. I have no wish to interfere with Dr. Baikie, who is reported to be working most successfully at the confluence of the Kwora and the Chadda. But the pacification of the river near the sea is wholly beyond his power.

Lieutenant-Commander Dolben has volunteered to command on this service. Captain Alexander Grant, late of the “Dayspring,” and now an agent in the Brass River, has offered his valuable aid as a pilot.

If your Lordship honour us by entertaining the project, we would respectfully suggest the advisability of our personally superintending the outfit of the vessels; providing them, for instance, with extra accommodation, musket-proof mantlets and roundhouses, and other indispensable alterations known only after actual experience; this, however, would be but the work of a week.

From the Nun I proceeded through the Akajja creek, a line never yet passed by a vessel of war, to the adjacent easterly stream, the Brass River. The agents established there were the reverse of conciliatory. I venture to bring to your Lordship's notice the necessity of my being provided with magisterial powers in order to deal with the peculiar characters trading upon this coast. Brass River had not seen a man of war for nearly three years, and the natives had become peculiarly insolent.

I was compelled to seize a freighted canoe in consequence of my servant, one Selim Agha, employed in the Niger expedition of 1857, having been thrown overboard after paying hire, by the two slaves who had charge of it; and after confiscating twenty-four cotton cloths which were placed on board the “Bloodhound,” I sent the canoe to the beach. The Chiefs of Brass Town were absent, debauching at what is called the annual fair upon the Niger River. I inspected, however, their settlement, and found it well defended with stockades and cannons.

After tracing the Brass River, Lieutenant Dolben and I visited Fishtown, and sketched its creek, which is too shallow for ships, but deep enough for boat navigation. On the 2nd of December he crossed the western bar of the San Nicholas River, and ascended the unexplored stream into the Brass, with which, and the sea, it forms a triangle.

On the next day we left the Brass River, and on the morning following we tried to skirt the eastern side of the San Nicholas bar. The risk of life, however, was too great, and the object to be gained too small, to justify our persevering in the attempt.

On the 5th of December I arrived at the Bonny River, and called upon King Pepple, who had landed on October 15, 1861.

He had dismissed his suite (amongst whom, I regret to say, were two Englishwomen, one unmarried), and was disputing payment with the master of the “Bewley,” a kind of collier, twenty-eight years old, and worth about 300*l.* He had hired it for 200*l.* per mensem, and when he first arrived in the river, he was expending about 5,000*l.* per annum, with the prospect of precarious “comeys.” On the former occasion, when I visited the river unofficially, I did not call upon King Pepple; he was living on board the “Bewley,” and the ship was reported to be most disreputable. The King's greatest enemy, Kola (Annie) Pepple, has been struck, it is said, with paralysis, caused by the same excesses which crippled his master. I regret to say that Bonny still displays the disgraceful spectacle of human skulls painted and set up after sacrifice in the Juju house. Upon the whole, trade, though somewhat dull, was progressing favourably.

On the 8th of December, I proceeded in company with most of the members of the Bonny Court of Equity to New Calabar River, and visited its friendly and venerable Chief Amakri.

Two hulks had lately been sunk during heavy weather, and from one of them the oil had disappeared, partly, it was reported, by plunder. Amakri, however, promised to recover as much of it as possible, and will, I believe, keep his word. There is, of course, a feud in New Calabar, which, a few days before my visit, nearly brought on a faction fight.

The *causa belli* has been referred to the "Long Juju" upon the Niger, where the richest party, the King's, will win the day. The Bonny River contains, perhaps, 500,000*l.* sterling in British property, and it exports annually a minimum of 15,000 puncheons of palm oil—600,000*l.*

After leaving Bonny I had proposed to visit the Kom Toro or Kom River, a large outlet lying east of the so-called Andony Creek. It is wholly unknown, unnamed even in our best and latest charts; yet its King, Kombo, Chief of the Ahimbola people, who dwell near the mouth, has power to stop, at times, the whole Bonny trade.

No pilot, however, could be procured, and the inclemency of the weather caused us to hurry on in hopes to visit all the oil rivers.

Beyond the Old Calabar is another important mouth, the Rio de Rey. It is capable of supplying a large quantity of oil, and like the Kom Toro deserves an explanation and a survey. With such a craft as the little "Eyo Honesty" which I previously mentioned to your Lordship, I could lay open the whole delta of the Niger, and increase the trade fourfold.

On December 10 we anchored in Amboise Bay at the foot of the Cameroons mountains, where Victoria, the new primary station, lies. The mass of highlands is beautiful after the flat mangrove coast to the east and west, and I have every reason to believe that the anchorage is excellent and the entrance is safe, and easy even during the heavy surf of the rainy season. It is, however, the interest of Fernando Po to spread evil reports, which have been too easily credited.

On the next day we arrived at the Cameroons River and anchored off the Mission House. The trade is in a most disorderly state, simply because Cameroons, like Old Calabar, is a "trust river," and the European traders cannot or will not form a Court of Equity like that of the Bonny River. In the Cameroons there are four Chiefs: Priso Bell, Bonny Bell, King Acqua, and Dicto, all of whom are deep in blood feuds. A man, even after thirty, is liable to be called a "boy" unless he has been happy enough to murder some fellow creature. When so miscalled, the "boy" mans his war canoes, attacks the first unfortunate fisherman or small trader on the river and slaughters him in cold blood. Reprisals naturally ensue, and perhaps the "boy" is killed. Several affairs of the kind still await my arbitration.

I summoned the three principal Chiefs, and with some difficulty persuaded them to sign an additional Article to a Treaty concluded with them by Mr. Hutchinson, my predecessor, in July, 1859; and I have the honour to forward a copy of it (with the original of the Additional Article) to your Lordship. When a gun-boat shall be permanently stationed in the Bight of Biafra the agreement will be kept, but not till then. The Chiefs are thoroughly demoralized by contact with the worst class of Europeans, and one of them, King Acqua, lately required summary expulsion from a British man-of-war.

On December 13 we left the Cameroons River, when I pledged myself to return soon in order to settle the blood-money due upon the latter murders. At 10.45 p.m. in the same night we reached Fernando Po; as usual there is nothing to do there. The whole work of the Consul lies in the "oil rivers."

On December 18 I left Fernando Po in Her Majesty's ship "Bloodhound," and landed once more at Victoria.

On the next day I set out in company with the Rev. A. Saker of the Cameroons Mission, Señor Iturburu, the Civil and Criminal Judge at Fernando Po, and Mr. Gustav Mann, Government Botanist in West Africa, to explore, ascend, and survey the Cameroons mountains, an admirable site for a sanitarium, a convict station, or a colony of liberated Africans. I shall be able to report our proceedings by the next mail.

P.S.—Since requesting your Lordship's permission to set out on a mission to His Majesty of Dahomey, I have heard from reliable sources that the King, warned by the fate of Porto Novo, is ready and willing to come to terms with the British Government; thus perhaps the effusion of blood may be prevented.

Inclosure in No. 39.

Agreement with the Chiefs of the Cameroons River, signed July 8, 1859; and Additional Article, signed December 13, 1861.

Hulk "Alexander Grant," Cameroons River, July 8, 1859.

AN Agreement is this day entered into between Thomas Joseph Hutchinson, Her Britannic Majesty's Consul for the Bight of Biafra, in behalf of Her Gracious Majesty Queen Victoria on the one part, and the Chiefs of the Cameroons, in behalf of themselves and their people, on the other part.

That for the future the conditions of an Agreement made and signed on the 11th of May, 1842, between Captain William Allen, R.N., a Commissioner of the Niger expedition of 1841-42, and Acqua as well as Bell, the "two Chiefs of Dualla," be considered, as it was then declared, "to stand for ever."

That is to say, all human sacrifice for pagan worship or for other circumstances or customs be from this day henceforward entirely disused and abolished.

In confirmation of this Agreement we hereby affix our signatures and marks.

(Signed)

THOMAS HUTCHINSON, *Her Majesty's Consul.*

BONNY BELL, his X mark.

PRIESO BELL, his X mark.

JOSSE, his X mark.

KING ACQUA, his X mark.

Witnesses :

(Signed)

H. BAKINGTON.

J. B. BOWERBANK.

R. A. TAYLOR.

ALEX. GRANT.

On further serious consideration it is likewise agreed to :—

That, in case any disputes arise between Headmen of any towns, on no occasion shall arms be used in event of arbitration failing to settle such palaver.

Furthermore, that should disputes arise between the Chief or people of one town or towns and those of another or other towns, the disputants shall request the supercargoes of the ship contiguous to the beach of said disputants to call a meeting to arbitrate on their disputes. It is also agreed that in case of friendly arbitration of this kind amongst white and black men failing to bring matters to an amicable termination, that the final settlement be referred to Her Britannic Majesty's Consul at Fernando Po.

(Signed)

PRIESO BELL, his X mark.

BONNY BELL, his X mark.

JOSSE, his X mark.

KING ACQUA, his X mark.

Witnesses :

(Signed)

H. BAKINGTON.

J. B. BOWERBANK.

ROBT. A. TAYLOR.

ALEX. GRANT.

Additional Article, signed December 13, 1861.

And it is hereby further agreed between King Prieso Bell, King Bonny Bell, and King Acqua, of the Cameroon River, and Richard F. Burton, &c., &c.

That the practice of murder for reprisals, or according to the barbarous and inhuman custom of the country, or any other pretence whatever, shall henceforth be abolished and cease for ever; and in the event of such murder taking place, the Chief of the party or town offending shall, if convicted of participation in the crime, be subjected to confinement on board one of Her Majesty's ships or to transportation to Fernando Po.

And this Agreement shall stand for ever.

(Signed)

RICHD. F. BURTON.

W. D. M. DOLBEN.

BONNY BELL, his X mark.

KING AQUA, his X mark.

PRIESO BELL, his X mark.

Witnesses :

(Signed)

JOHN LILLEY.

JOHN BOWERBANK.

R. LAYTER.

P. MC CULLOCH.

No. 40.

Consul Burton to Earl Russell.—(Received April 12.)

My Lord,

Fernando Po., February 22, 1862.

I HAVE the honour to report that I have made two ascents of the hitherto-unexplored Camaroons Mountain, and have discovered a magnificent site for a sanitarium, a convict station, or a negro colony. I have inclosed a Report, to be forwarded, if your Lordship thinks proper, to the Secretary of the Royal Geographical Society.

I have, &c.

(Signed) RICHD. F. BURTON.

Inclosure in No. 40.

A Reconnaissance of "Theon Ochema," Camaroons Mountain.

"Τέτταρας δ' ἡμέρας φερομενοι, νυκτὸς τὴν γῆν ἀφωρῶμεν φλογὸς μεστήν. Ἐν μέσῳ δ' ἦν ἡλιβατόντι πῦρ τῶν ἄλλων μείζον ἀπτόμενον, ὡς ἐδόκει, τῶν ἀστρῶν. Τοῦτο δ' ἡμέρας ὅρος ἐφαίνετο μέγιστον Θεῶν ὄχημα καλουμένον."

"Post cursum dierum quatuor, noctu terram conspiciebamus flammis refertam. In medio autem erat excelsus quidam et ceteris major ignis, ipsa, uti videbatur, tangens astra. Is interdiu apparuit esse mons altissimus, qui Theon Ochema vocatur."

[This remarkable passage in Hanno's "Periplus," chap. 16, is to be explained only by the firing of the grass and the burning solfaterra on the Camaroons Mountain.]

THE Royal Geographical Society may, at first sight, not be disposed to think much of an exploration which appears only to have reached a mountain district fourteen miles of direct, and twenty-one of indirect distance from the sea. But a little knowledge of the subject gives another view of it. Water is often wanting; provisions are never to be found on these tropical heights. The wild people are a notoriously bad, though cowardly race, and everywhere, as the late expedition to Kilima-njaro proves, if such proof be required, savages are unwilling to see their mountains ascended for the first time. Add to this, that the only escort in these lands must be krooboys; sturdy fellows, but the most arrant poltroons. They hate land-work; they malingere by inducing sore feet; they run away; and at the best of times they are fond, as Murphy is, of depending on Pat to ask Corny to think about coming some day and help to carry a small bundle of straw to repair the roof.

For nearly four centuries this magnificent pile of mountains, the "Theon Ochema" of Hanno and Pliny, has been looming before the eyes of the passing European mariner, yet the summit has been ever virgin. Two attempts have lately been made. In 1847, a Mr. Merrick, of the Baptist Mission in the Camaroons River, succeeded in emerging from the forest into the open grassy levels. But pure water failed him; his people suffered from cold and thirst, and he was compelled to return. Two years afterwards he died. In 1860, M. Gustav Mann, a young Hanoverian botanist, travelling and collecting in West Africa under the patronage of Sir William Hooker, ascended a few hundred feet, when press of time persuaded him to stop. Here, then, remained for me a mountain whose "glorious pinnacle never yet felt the foot of man."

Geographically speaking, the Camaroons Mountain is a parallelogram lying between 3° 57' and 4° 25' north latitude, and 9° 25' and 9° 1' east longitude. It is bounded on the east by the Bimbia River, a stream probably discharged by the mountains. The western limit is a branch of the Rio del Rey, or Rumbi River. The Atlantic washes the southern face, and the area towards the north still wants exploration. The distance from the southern foot to the summit, as laid down in the charts, is 14 miles; allowing the same for Country Cape, 28 miles will be its length, and its breadth from the Bimbia to the Rio del Rey is not less than 24 miles, forming an area of 600 square miles. Captain Owen, R.N., estimates the diameter at nearly 20 miles, which would give an area of about 314 miles, but he does not include the high lands to the north-east, extending to the Rumbi range.

This huge volcanic mass is one of a long line of basalt islands, beginning at the unexplored Rumbi range, and stretching from 33° north-east to 33° south-west through Camaroons, Fernando Po, Prince's Island, St. Thomas', and Ascension. It occupies the bottom of the Bight of Biafra, in the very centre of the Gulf of Guinea, where the coast of Western Africa—after that long sweep eastwards which made the later classical geographers

shear off the vast triangle south of the equator—bends almost at a right angle towards the Antarctic pole. The lands behind it being still unexplored, it is difficult to say whether this basaltic buttress to the Atlantic waters does, or does not, communicate through the Rumbi Mountains with those West African ghauts, the Sierra del Crystal. On the other hand, it may be connected by the Kwa Hills to the north-westward, and by the Bassa Mountains upon the Niger, with that mass of high ground east of Sierra Leone, and known upon our maps as the Kong Mountains.

My first visit to Victoria—the little missionary station whence the ascent was to be made—was on the 10th December, 1861, in Her Majesty's ship "Bloodhound," Commander Dolben. There I found Mr. Mann eager to begin the journey, but still "palavering" with the petty Chiefs on the road. An official visit to the Camaroons—an odious "trust river"—procured another volunteer, the Rev. A. Saker, for eighteen years a resident in these parts, a linguist and ethnologist highly respected by the people. Returning to Fernando Po to complete the outfit, for which four days sufficed, I had yet another volunteer for the expedition, which gave it an international character. Señor Atilano Calvo Iturburu, Assessor or Assistant Judge and Secretary to Government, Fernando Po, was as weary as myself of "palaver," and at least as anxious for a mouthful of fresh air. You must not confound him with certain awful personages in pepper and salt wigs and ample gowns, but rather think of him as a fast young pig-sticking Anglo-Indian Magistrate.

The dawn of the 18th December found Judge Calvo and myself lying in Her Majesty's ship "Bloodhound" off the lovely Bay of Victoria, where Mr. Saker was awaiting us. Mr. Mann had set out in advance to await us at the highest village, and we were to follow on the next morning. Precisely at 6 A.M., as agreed upon, we arose, despite the ravages of mosquitos and sand-flies, and fifty minutes afterwards found ourselves *en route* with a hurrah! The party consisted of Mr. Saker and his two kroomen, who carried his bed, his bunker, and his carefully locked box of creature comforts—the veteran traveller never lost sight of his fellows. He was accompanied by the interpreter Mr. Johnson, who having begun life as a factotum to Governor Beecroft, had settled down in his old age as a teacher in the Camaroons Mission. Judge Calvo's escort was composed of four kroomen, all of them hopeless convicts from the cuartel of Fernando Po, and King Eyo, a youth whose idleness and uselessness were admirable and exemplary even in Africa. My party consisted of six krooboyes under their head man Black Will. They were placed in charge of my steward Selim Agha, an invaluable man, a native of Tegulet, and a protégé of the late venerable Mr. Robert Thurburn, of Alexandria. He had spent a dozen years of his life at a school in Scotland, where he learned to cook, doctor, spin, carpenter, shoot, collect specimens, and stuff birds—briefly everything.

Our route lay through a bush—such is the magnificent Anglo-African term for a forest of trees often 100 feet high—composed of palms and acacias, a variety of figs and cardamoms, the kola tree (*Sterculia acuminata*), and three kinds valuable for timber, namely, the African oak (*Oldfieldia Africana*), the scrubby oak of Sierra Leone (*Sophira alata*), and the brimstone tree or yellow wood (*Mormida lucida*). This also is the region of huge grasses which extend to 4,000 feet above sea level, where dwarfened growths take their places. The whole of this country is admirably adapted for cacao (*theobroma cacao*), coffee, and sugar; it is a pity to see it wasted on plantains and koko (*colocua esculenta*). We twice forded the bright little mountain stream which supplies Victoria with the purest water, and ascended some tough heights, passing west of Mount Henry, a site which I at once fixed upon as a provisional sanitarium, to be prepared before the grand institution near the summit of the mountain. After four hours—2° 20' of actual walking—we entered the settlement of the Chief Miyombi, passed some outlying huts, and halted for breakfast at Bosumbo, the head-quarter village lying 23,420 feet from Victoria. These and other distances were measured by my factotum Selim, with a line supplied to me by Lieutenant Dolben. At Bosumbo Mr. Saker's French aneroid showed 29° 6', and Mr. Mann's B.P. apparatus gave 210° 5'. Temperature 67° 50'.

We now stood upwards of 1,000 feet above sea level, and at noon merrily resumed our way. The path, a mere rut, led through dense bush and grass, with a general northerly direction bending westwards. After passing through a somewhat populous district, we entered upon a vile series of rocky ridges, separated by ravines, and impassable during the rains.

At 4:30 P.M. we made Mapanya, the district of the Chief Botani, and the highest village on this part of the mountain. It lies 17,300 feet from Bosumbo; the aneroid showed 28° 23', the B.P. 207° 5'. Temperature 72° 5'.

The first person we saw was Mr. Mann, who at once informed us that he had just returned from reaching the summit. Faces fell at the announcement: it had been under-

stood that he would wait our arrival. Presently we were reassured. The time of his walking rendered it impossible that he could have been near the mysterious spot. Eventually it became clear that he had never seen his bourne.

The next trouble was the ceremonious welcome with which we were received. The Chief Botani, a yellow man with a bright blue pair of tattooed regulation whiskers, appeared before us in his royal garb, tall black tile, old scarlet and gamboge coatee of Royal Marines, and a pocket-handkerchief. Thus habited he performed a lively dance, apparently borrowed from the movements of excited poultry. I did not enjoy it. In Africa, when the King dances you have to pay for the honour.

Mapanya is the usual Bakwiri village, a single street separating four huts on the northern from two on the southern side. The site is a little clearing, well grown with plantains, and backed by a glorious screen of wooded heights. The huts are oblong, with pent roofs. The walls are of wattle, supported by posts of the strong and fibrous tree-fern, and provided with sheets of bark to keep out the wind. The roofs are thatched with palm-leaves. The inner space is divided into three "pieces;" at one end of the long walls is a closet, partitioned off by posts and party-walls; the centre, where the only door is, represents the hall; whilst the other third is devoted to the fire-place, with a platform above it for storing and drying wood. The ceiling is black, as if painted with coal tar, and the floor, which ignores a broom, is at once the chair, the bed, and the resting-place of man, woman, and child, goat and sheep, pig and poultry, to say no more.

The tribe to whom this part of the mountain belongs is called in our charts Bakwileh. The proper word is Bakwiri, from "kwiri," a jungle, and meaning literally Boyesman or Bushman. They are allied in language to Ilubu, or people of Bimbia, and their dialect is a branch of the great South African family, whose type is the Kafir tongue. The Bakwiri are a light coloured race like the Bubis of Fernando Po, and have well-made legs, like mountaineers generally. They bear a bad reputation; they are harmless only because each village of five huts has a "palaver" with its neighbours, and because the poison ordeals sadly thin their numbers. They can hardly be persuaded to part with their flocks, or even their poultry, except by the inducements of rum, a tall hat, or an English shirt. Mr. Mann's scarlet blankets excited, however, the utmost admiration. The people offered successively in exchange for one, a pig and a goat, a small boy, and a large girl.

We halted at Mapanya on the 20th December, having sent the krooboy to Victoria for a reinforcement of provisions. A lively scene met our eyes at 2 P.M. The dancing Chief Botani had been "dashed" by Mr. Mann, and had received a similar present from me. Not content with that he demanded more, which was refused. Then he and his followers, drunk with "bilám," or trade rum, attempted to seize Mr. Mann's interpreter, a child known as "Poor Fellow." They drew their long knives, and had laid forcible hands upon the little wretch when Mr. Mann energetically rescued him. Upon which the war-drum was beaten, the women began to leave the village, and the men to flock in. Mr. Saker being unarmed, there were only three of us, and the fun soon became fast and furious. We stood to our weapons, and occupied the doorways of the huts so as not to be taken in rear. Presently the fumes of the rum ceased to affect their brains, and all excitement disappeared—Botani, the Chief, wearing a very hang-dog look.

The next day, however, matters were worse. Our kroomen returned from Victoria, accompanied by the Chief Miyombi, of Bosumbo, much the worse for liquor. On being refused more rum he persuaded Botani to demand 500 "big tings," *i.e.*, 500*l.*, for his gracious permission to ascend a place upon whose top cloth would be found growing. The demand was lowered to 300*l.*, when we laughed in his face. He then ordered us down the mountain. We showed our guns, and told him that we should start up the mountain that day. Botani then declared that he would allow no carriers to accompany us. We had loads for twenty-five men, at least, and there were only fourteen: so he retired to another village, and quietly waited there to hear of our failure.

A little after noon Messrs. Saker and Calvo set out with fourteen kroomen, and reached a place in the forest which was afterwards called "Ridge Camp." The bearers were then sent back, and only nine came, causing us a trouble which brought back to my mind bygone days in East Africa. Shortly after 5 P.M. we effected a start. The distance is 6,000 feet, and there are five very bad ascents. The road is a copy of that leading to Mapanya—high pitches, ladders of rock and root, tall grasses, ridges, hollows, scrambling-places, nettles, and legions of biting ants. The palm had disappeared near Mapanya, and now we saw the last of the plantain, and the first of the graceful tree-fern. As darkness was imminent, we heard shouts above us, and those who had rested came down to assist the wearied. I arrived at 6.30 P.M., and Mr. Mann shortly afterwards brought up the rear of his luggage. At Ridge Camp the aneroid showed 27° 2'. We passed a comfortable night in the forest. The inhospitable Bakwiri had refused us water,

the ground was uneven, and the total loss of rest was a bad preparation for the hard day's work that awaited us.

Before dawn on the 22nd of December we left Ridge Camp, made a cache for our extra loads, and determined to reach water before the night. The real march began at 8 A.M. The characteristic of the scenery now was the fern—fern, fern, everywhere. Some were like palm-trees, 10 to 20 feet high, surpassingly fair to look at; others were dwarfed epiphytes, springing moss-like from the arms of their parent trees. There were beds of ferns upon the ground, and others running creeper-like up the trunks. Never had I seen a more beautiful fernery, set off as it is by the huge tropical growth around it. The path, however, was vile.

After 2,510 feet, which consumed a good hour of our valuable time, we passed under a natural arch of fallen trees, which we called "Fern Gate." The B. P. here showed 1,204°, the temperature 66°. Beyond it lay a new land. Bush and forest suddenly ceased as if felled with the axe; and, O, joy! we had emerged from the regions of the tall grasses. Nothing met the eye but a broad green slope of small moss and larger fern, all of it the *F. Nephrolapis*, based upon a rugged bed of old and degraded lava. We called this first stream Lava Bed No. 1, and specimens of it, and of the other fire-rivers long since quenched, have been forwarded for the inspection of a certain ex-President of the Royal Geographical Society, whom it were needless to name here. The direction of the bed is from 291° to due north, that is to say, it has flowed from north to south with a little easting. I afterwards found this a rule which safely guided us to the topmost peak. The craters may open irregularly and in all directions, but the lava-flow follows the direction of the wind. More expert volcanists will determine if there be any connection between the two facts. The breadth of the bed may be half-a-mile; the lower part finding little slope thins out, and ends in a dense forest. The banks are girt on both sides by giant trees; and looking down from the half-way heights, the idea of a huge fir* is suggested.

Having breakfasted and eaten blackberries (*R. apetalus*), we began the ascent at 9:50 A.M. The hunters' path led up the western edge of the lava river, and gradually curved to the eastern. It was severe work, and six particularly steep pitches presented themselves, and the way often wound up prisms of lava from 15 to 25 feet high. In the lower part, where the blocks cannot be seen, there was imminent risk of spraining an ankle. Higher up, the ascent became more rocky and bare. *Salvia* scented the air, and the surface was spangled with bright blossoms unknown even to our expert "botaniker." There was also heath, but, ah! how different from what you understand by such word—an *Ericanella* 15 feet high, thin and rugged as an old tamarisk. The bees now began to settle upon us, but no one was stung. As we ascended, the heat of the sun became terrible. The kroomen tailed off; Selim Agha remained behind in charge of them, and verily I believe saved several lives by squeezing water out of the thick mosses that hung from the banks.

The last third of the road is the most rugged of all. The bed now nears the place whence it issued, and the unequal cooling of the masses has made it uncommonly rough walking, or rather climbing. You look up and see a high, abrupt, and broken transverse wall; you reach this in half-an-hour, more than half-exhausted, and you see nothing but another. I found it impossible to keep my eyes open; something fiery and feverish had got into my veins. So requesting my companions, who were far fresher, to keep going, I lay down upon a lava block, slept soundly for an hour till 4 P.M., and was thus able to finish the ascent.

Lava bed No. 1 issues from a dwarf cone which, from its exceptional darkness, we called "Black Crater." It is a punch-bowl, opening towards the south, long extinct; the western lip rises 200 feet from the level platform below, or 356 feet measured along the slope. The crater is about 100 yards in diameter, and the circumference of its middle height may be 600 yards. The outer surface is fine cinder, mostly bare, very sparsely overgrown with now dry grass and with stunted shrubs, and there is a little green vegetation inside the crater. It is distant 8,350 feet from Fern Gate. The B. P. showed 200° 2', the temperature being 63° 25'.

Mr. Mann kindly volunteered to set out with a krooman, and to bring back a beaker of water. His offer was accepted by a most grateful public, and we afterwards named the fountain which an old Mokwiri had shown to him "Mann's Spring." Without such discovery, indeed, our work would have been trebled. By degrees our kroomen appeared with bed and baggage; five of them, however, remained behind. Another bad camping-place had been selected. The high north-east wind roared over us all night, and

* Manuscript illegible.

a change from 76°—78° to 40° Fahrenheit in a few hours is a severe trial of strength. Even at 6 A.M. the mercury stood at 48°.

A lovely morning, when the large red sun had

“Retinged the dark and livid air with bloom,”

made amends for past troubles. Before us, beyond a grassy hollow, about one mile broad, rose, separated apparently by a great gulf, the awful form of Mount Trestrail, stern, solitary, and rising one-third higher than Vesuvius, without neighbour or rival. The charts give it 5,820 feet. Captain William Allen calls it “Mongo Mt. Etindet,” which would mean the “separate mountain,” but Mr. Saker had never heard the word.

As Selim Agha and his squad did not appear at 2 P.M., we sent them a beaker of water, and set out for Mann’s Spring, distant 9,594 feet. Our direction was northerly, with a little westing. The walk is charming by contrast, winding round the grassy shoulders and folds of various hills. On the right we passed a crater, whose double effusion of lava united at the base, inclosing a clump of vivid verdure, probably the *hypericum angustifolium*, a European growth which had now become common. The path, a mere rut, struck, after forty-five minutes, into a thickly-wooded ravine, nearly the highest limit of large vegetation. After the fiery sun there was pleasure in its cool shade, and its air scented with a garden of blue labiates and white clematis hanging from lofty trees. The forest, except where herbaceous plants clothed the ground, rather resembled an English wood than an African jungle, and the birds’ twittered from morning to night upon the moss-bearded branches.

We at once paid a visit to Mann’s Spring. It is a little runnel of pure cold water, issuing from peaty earth, at the foot of a small rock-bank, and sinking into the dark brown mould beyond. It is embowered in blue flowers, and surrounded by nettles, which supplied us with a Scottish spinach. A few yards from it the kroomen had cleared a slope for our camp: we expected even then to remain here for some time. Shortly after our arrival all the stragglers came up, happily without an accident, except some chafed feet, which they afterwards improved into laming sores. At Mann’s Spring Camp the B.P. ranged between 199° 5′ and 200°, temperature 65°, which would give it in round numbers 7,000 feet of altitude. It is in the Tierra Temprada of this mountain, where the wooded lands of the Caliente climate below touch the Pays Brulé, the Tierra Fria, above. During a residence there, lasting from the 23rd December, 1861, to the 31st January, 1862, I made up my mind that it would be an admirable spot for a Sanitarium or a Colony. Materials for a road and for house-building lie all around. Of the 60,000 runaway negroes in Canada give me but 300, and I will make a path practicable for mules at the end of a dry season. Pestilent Lagos will require a “sick bay,” and where can a Lebanon be found equal to the beautiful, the majestic Camaroons?

Christmas-eve and Christmas-day were spent in taking bearings, and rambling about the hills, and in naming the places. According to Captain Allen the Bimbia people call the topmost heights “Mongo Ma Lobn,” or the Mount of Heaven. We loyally christened them “Victoria” and “Albert,” being then ignorant of the awful event which had destroyed Christmas merriment in Old England. As the natives have no distinguishing terms for the several heights, we thought it not ungeographical to seize the opportunity.

The ascents of “Earthwork Crater,” so called from its extreme regularity of outline, and “Mount Helen,” in honour of Mrs. Saker, who had supplied the Christmas plum-pudding, showed us a wonderful prospect. The mind was thrown back upon the wild scenes that Nature must have worked here. A wondrous confusion reigned around. A vast circle of thick white cloud, iridescent by the sun, and careering round and round us whilst we were standing in limpid air, forms a setting for the tumbled mass of craters—we counted twenty-eight—gashes, deep crevasses, thick lava beds, and ribs of scoriaceous rock, marshalled in the region before us. But after a brief *coup d’œil*, every eye was turned from the lesser to the greater giants northwards, where, clear and distinct in the thin air of morning, rose the grand presence of the Peak. It was manifestly divided into a pair of distinct heads, which at once suggested the two most fitting names. The deep metallic blue that invested the monarch of West African mountains, compared with the brown, dotted with points of blackish verdure, on the nearer rocky parallel, suggested that a chasm would separate fore from back ground. The idea proved, happily for us, erroneous.

On Christmas-day, 1861, Mr. Saker left us for a season, his presence being required at Victoria. Mr. Mann had been confined to his hammock for some time: the Judge and I therefore determined upon a reconnaissance of the Great Mountain, and at 5:30 A.M. on Friday, December 27, 1861, we set out, accompanied by three kroomen, upon our eventful walk.

Emerging from the forest that clothes the base of Earthwork Crater, we found ourselves on the grassy tract, and presently saw Mount Helen bearing $75^{\circ} 25'$. After about 2,000 feet we came upon a bed of lava, which we called No. 2. Following it up we arrived at the base of Mount Helen, distant 7,814 feet: here the B.P. showed 198° , temperature 66° , whilst on the summit it was B.P. $195^{\circ} 4'$, temperature $57^{\circ} 5'$.

Having enjoyed a pipe under one of the few wind-rung trees that dot its south-western side, we struck over a long grassy and rocky reach of mountain slope, separating us from a magnificent mountain, which, as a dutiful husband, I had named Mount Isabel. Its distance from Mount Helen is 8,648 feet, and the B.P. was $193\frac{3}{4}^{\circ}$, temperature 60° . We then ascended a steep cone, after which a kind of *terre pleine* led us to a sheltered spot, which we judged well fitted for a *depôt* of water and for breakfast.

Before us northwards, however, was a spectacle that robbed me of appetite; there, straight in front of us, they rose in ineffable majesty, those towering peaks tangible, as it were, in the morning æther. There was no chasm. Beyond the base of Mount Isabel the ground swelled gradually upwards, forming a labyrinth of green-black lava-streams, and a congeries of grass-grown craters extending up to the main cone. A faint verdure seemed to streak the eastern slopes, which were far less abrupt than the western; a long and highly-inclined sweep of blue—the effect of fine black cinder—separated Victoria from Albert Mountain; and whilst the latter showed a distinct but small crater, the former was beautified with descending stripes of red and yellow, falling, as it were, from a cliff or niche a few feet below its apex.

I seized the Judge's arm, and urged an instant advance. He meekly shook his head, and referred me to my breakfast, which stuck in my throat. Our krooboys had required driving the whole morning, and with increased fatigue I expected a rare afternoon.

At 10:30 A.M. we arose once more with an uncommon elation of spirit; "*excelsior*" being now the word. The direction—path there was none—lay along the steep side of a hill, where we walked upon the edges of our feet. After a quarter of an hour we had reached, at a running pace, Lava bed No. 3. It issues from a crater below, and south-westward of, the main peak. Apparently the oldest formation, the material is overgrown with dry green moss, and crumbles like pumice under the tread. Turning the head of the stream, which is suddenly arrested by a rise, we followed a smooth groove along the eastern flank of a small cone on the proper right, and then struck across the bed, towards another on the left of the lava river. The passage occupied half-an-hour. The mossy part was 800 feet broad, and the last 400 feet stretched over a stream of ruddy-black clinkers, detached stones hard and rough, which caused torture to our feet. I afterwards observed the same formations to extend under the friable outer coat of lava. Meanwhile the contrast of the small dark vein with the large, soft, green artery is curious in the extreme.

At 11:30 A.M. we reached the cone on the proper left of the stream, much encouraged by seeing that we were sensibly nearing our destination. After a ten minutes' walk along its clean-cut edge, encumbered only by tussocks of wiry yellow grass, we found ourselves again compelled to cross the same lava river higher up the bed, where, though narrower, it is far more ridgy and broken, being near its source.

This second passage led us to what appeared to be two grassy cones, which lie at the foot of the grand crater. Not knowing that they were outliers disconnected with our destination, we thought proper to ascend them. It was the last straw that broke the Judge's back. The incline was unusually steep, the surface stiff grass, and patches of hot black scoriæ; and the sun was oppressive. After a painful clamber we reached the summit, and found that the two cones were one, with a central depression. We stood on the rim of a beautifully defined crater, narrow and edge-like at the top, about 100 yards in circumference, sloping inwards like a punch-bowl, and grass-clad to the very floor, which was a jetty pavement of fragmentary lava.

There, after that waste of labour—the cone could easily have been rounded—we allowed ourselves to rest for fifteen minutes by the watch; we abandoned ourselves to the charm of the situation, and made eternal silence vocal with a cheer. We were the first Europeans certainly—probably the first men—who had ever stood within gun-shot of the giant sugar-loaf whose now-extinguished fires caught the old Carthaginian's gaze.

We then debated upon the mode of ascent. The Judge preferred the long eastern shoulder which was green with lichens as being the easier. I preferred to breast Victoria Peak by the nearest path, towards the red and yellow fire-tinged scoriæ, and to leave on the left the smooth steep black slide of dust-like lava that, separating the two eminences from afar, wore a blue tinge. At 1 P.M. we began by walking round the crater of the grassy cone; here, however, the Judge stopped. Looking at the wall before him—I afterwards found by measurement that it measured 3,300 feet along the slope—he judged it beyond his powers, and advised me to reserve it for another day. Subsequent events

almost make me regret that I had been less obstinate. But on second thoughts—no! to be the first is everything; to be second is nothing.

Descending the tufted cone I began the last ascent, accompanied by a single krooboy and by a flask of anisado and water, which the Judge had kindly lent to me. At first the walking was easy, and the slope gentle, but the loose cinders caused fatigue by slipping from under foot. Arriving after a long elbow to the left at blocks of basalt, which we afterwards called "Half-way Rocks," I turned to the right, and steadily keeping the red and yellow cliff in sight, ascended along the ragged edge of a little ridge, which afforded mossy lava to support the tread. In places there were thin scatters of a quartz conglomerate, which I never saw except upon that cone. The sun was fiery, and the high north-easter left its marks upon me for a fortnight afterwards.

At 1:30 the easier slope was surmounted, and walking became so troublesome that I preferred an occasional "all-fours." As we neared the summit my krooman sank down with thirst-glazed lips, and he was allowed to remain behind. A few moments more saw me upon Theon Ochema, where a new and unexpected set of objects met my sight.

Victoria Peak I now discovered was but the outer walls of a double crater, black, and, to judge by the eye, 250 feet deep, opening southwards, where it has discharged a prodigious lava stream, and divided into two by a thin partition wall. Unable to boil at that visit, I afterwards found the mercury rise to $193^{\circ} 50'$, temperature 60° , at the base; and at the summit of Victoria Peak $189^{\circ} 75'$, temperature 59° . Mr. Saker on one occasion made B.P. 188° , temperature 59° ; but I am disposed to doubt this observation. To the north-west of Victoria Crater lies Albert Crater, a far smaller formation, but remarkable for its high back wall, where the B.P. was $189^{\circ} 50'$, temperature $59^{\circ} 65'$. The two craters are parted by a curious V-shaped dyke of compact greystone, in large blocks, like a ruined Cyclopean wall, and 25 feet high. To the west-north-west of Albert Crater, and divided from it by a jagged wall of basalt lies Prince's Crater, by far the smallest of the three.

But these were subsequent discoveries. Time forced me fain to be content with a cursory look at Victoria Crater. By way of recording my claim I made a little cairn of stones. The krooboy had rejoined me with the B.P. apparatus, but the others had lagged behind with my poncho. The furious north-easter charging round the black summit threatened to make a Phaeton of me—to sweep us like flies off the peak; and after sundry attempts I desisted, promising myself better luck next time.

In such doings 2:30 P.M. had sped: there was a reverse to our bright medal, a night in the wild and open. The descent of the cone occupied half-an-hour. I tried the Vesuvian style of gravitation, and found the cinders so loose and the slope so great that a wreck upon the boulders studding the base was imminent. This descent occupied thirty minutes, and when I threw myself down to rest at the foot it was already 3 P.M. I had taken upwards of seven hours to finish off the five miles of ascent, and still hoped to effect a return in three hours.

I hurry over the homeward march. Arrived at Mount Isabel we refreshed exhausted nature, and hastened on after a ten minutes' halt. A wind was already blowing, which sent the mercury to 40° . Shortly after 6:30 P.M., as we passed our guide and beacon Mount Helen, a cloud-bank was all we could see in the west. The pace now became frantic: twilight, though longer upon the mountains than in the plains, is short. Before 7 P.M. we were surrounded by a darkness that could be felt. We were compelled to halt. The kroo cry, however, at last brought a response, and presently we saw fire-sticks—the excellent Selim being as usual to the fore—making their way towards us. The cold night wind whispering pleurisy kept us moving till assistance came, and we reached camp at 8:30 P.M., instead of 6 P.M., twelve hours having been employed in finishing ten miles. After the supper of hungry men we retired to rest, but not to sleep; the sun and wind had sorely burned our hands and faces, our legs ached, and that African plague, spasmodic cramps of the lower limbs, awoke me every half-hour.

In the morning the reconnoitrers were distinguished from their fellows by hobbling about like cheap screws after a long field-day. Another African plague supervened. In an evil hour I made that march in a pair of loose waterproof boots, which began by softening the feet, and ended by half flaying them. Wounds in these lands are hard to heal; I have heard of a man losing his leg in consequence of a mosquito bite. Briefly, a hurt which in England would have passed away in a week, wasted thirty days of my precious time.

A variety of expeditions followed this first exploration. Messrs. Calvo and Mann ascended, on the 3rd of January, 1862, Albert Peak, left a maximum and a minimum thermometer there, discovered the V-shaped dyke above alluded to, and returned on the next day prematurely. The cause was the recurrence of Mr. Mann's complaint; a week

reduced him so low that he listened to our advice and accompanied to Victoria the Judge, now homewards bound.

On the 5th of January the Rev. Mr. Saker again joined our party. He had brought up with him Mr. R. Smith, a coadjutor, who eventually became too unwell to venture higher.

On the 13th January, Mr. Saker made the third ascent, and the first boiling of thermometer upon Victoria Peak. He returned on the next day at 6 P.M. sadly tired, and on the 15th January he descended the mountain.

Mr. Mann was as unlucky as I was: fifteen days out of the four months which in these latitudes compose the botanist's year are a terrible loss. He reappeared in camp on the 25th January, having accomplished the severe ascent from Ridge Camp to Mann's Spring in seven hours. My foot had permitted me to crawl about since the 22nd January, at present one of my lucky days. We made all preparations for a final visit to the summit without delay. The tornado season was setting in: the thunder was now above, not below us; and globular lightning shooting like Roman candles across the path is not pleasant.

At 7 P.M. on the 27th January we set out for the fourth expedition, resolved to pass two nights near the summit. The first day was spent in sketching, taking bearings, and collecting plants; we passed the hours of darkness on Mount Isabel. The next day took us to "Saker's Camp," a cone at the foot of the great mountain: beyond exploring the interior of Victoria Crater, and vainly attempting to measure the circumference of the huge cone, we did nothing. At night the cold caused itself to be felt, the mercury sank to $33^{\circ} 50'$ Fahrenheit, our waterproofs were white with hoar, and the peak was powdered with frozen dew. And yet there are those who doubt that snow has been seen on the Camaroons Mountain! The minimum thermometer upon the back wall of Albert Crater showed 27° Fahrenheit.

The next day enabled me to make a happy discovery. Mr. Mann and I started by different roads; they had told me it was impossible to ascend the blue slide between Victoria and Albert. The word is naturally somewhat irritating; I resolved, therefore, to try, and agreed to meet my fellow-traveller on the summit. At 2 P.M. we took formal possession of the place; flew the union jack; drank the health of the Sovereign Lady with our last bottle of champagne; and left our names upon a leaden plate, with two sixpences—rather a bright idea, but not emanating from my cranium.

After this ceremony, Mr. Mann returned to camp. I was not satisfied, and wanted something more, especially a view of the country to the north-east and the north-west. Accompanied by my factotum and a krooboy, I climbed up the dyke separating the two great chasms, and walked down a smooth cinder valley trending north-east between Victoria Crater and the northern wall of Albert Crater. Fortune favoured me with a sight of the utterly unknown land; the wind-driven clouds melted away, and I saw that the land to the north exactly reflects the land to the south. Still disappointed, I turned to the north-west, behind Albert Crater, and observed some suspicious cracks and gashes, long, narrow, and deep, which raised my hopes sky-high; they proved, however, thoroughly extinct, nor could I detect in them the least smell of sulphur. Disappointed, I ascended the highest wall of Albert Crater, where the krooboy was sitting, B. P. thermometer in hand.

Hardly had the candle been lighted when Selim, who had struck over certain dwarf and broken hillocks, stained with red and yellow, and lying due north of where I stood, reappeared, highly excited. When he told me the cause, his feelings were shared; we started on grand gallop, and presently met our reward.

My factotum had discovered a complete solfaterra. It lies north-north-east of Albert Crater, somewhat below the highest point, and where the downwards slope begins. Smoke arose in puffy volumes from the long lines of white marl and sulphur which, divided by small ridges of moss, ran in a northern and southern direction. During rainy weather the phenomenon must be seen from the low lands, and perhaps may still be visible from Fernando Po.

This discovery accounts for many detached reports. If, as the guides say, Mont Blanc smokes his pipe, then Ochema's pipe is not yet put out. The fiery mountain noticed by the old Punic navigator; the flames which the people of Bimbria described to Captain Allen as proceeding from the earth; the flashes seen by the cloth merchants at Camaroons River and by the people of Fernando Po,—are now satisfactorily explained. I am pleased to announce to the Royal Geographical Society of Great Britain the addition of another volcano, not wholly extinct, to the list of those already known.

Nothing now remained but to descend and dine. On the next day we again separated. Mr. Mann ascended Albert Peak to remove his thermometer, whilst I returned to camp and finished the measurements. The event of the day was a hailstorm, the stones being

of a size approaching to the inconvenient. I reached camp at 4 p.m., and my fellow-traveller arrived about an hour afterwards.

All of geographical interest being now ready, on the 31st of January, 1862, I left, not without regret, "Mann's Spring Camp," where so many peaceful happy days, without sand-flies or prickly heat, had sped. The Chief Botani received me with a civility bordering on servility. After leaving his village, however, a fellow in the lower districts presented a musket at my men, hoping to make them run away and cast their loads; they had learned, however, that the danger of being shot was problematical, but that the punishment of desertion was certain. Finally, on the 2nd of February, 1862, I once more saw the scattered bungalows of Victoria, where the kindly Mrs. Saker, who would not leave the place till our safe return, received me with all hospitality.

In concluding this hurried sketch of a highly-interesting region, I must express my regret that my instruments were wholly inadequate to the task. An aneroid is the poorest substitute for the mountain barometer; I had no hygrometer; and even a clinometer was not at hand.

These few lines will, it is hoped, show the adaptability of the Camaroons Mountain for a sanitarium, a colony, or a convict station. A locale which shows every morning hoar-frost during the hot season in a region removed but 4° from the equator is not to be despised in the days when it is proposed to remove Calcutta to Simla. The Anglo-Scandinavian race cannot, it is true, thrive in all climates; but there are few, and those are valueless, in which choice of site would not make him a cosmopolite.

No. 41.

Consul Burton to Earl Russell.—(*Received April 12.*)

My Lord,

Fernando Po, March 1, 1862.

I HAVE the honour to bring to your notice the following circumstances:—

On the 18th ultimo I visited, accompanied by Commander Perry, of Her Majesty's ship "Griffon," and by the Rev. A. Saker, of the Cameroons Mission, the town of a petty Chief of Bimbia land, popularly called "Dick Merchant."

My object was to obtain restitution of the cattle and live-stock stolen from the African members of the Mission, two of whom have lately been beaten and assaulted by that Chief's subjects, and to insist that such outrages must cease. Our escort consisted of the crews of the first and second whalers, the latter of which was in charge of Mr. Richards, the excellent gunner of Her Majesty's ship "Griffon."

The Chief, though politely urged to do so, refused to meet me under the usual "palaver tree;" and when Commander Perry, with the sanction of Mr. Saker, and at my request, proceeded to summon him, his people armed themselves, and being about 200 in number compelled us to re-embark.

We at once returned to Fernando Po, where Commodore Edmonstone was expected on the 22nd ultimo. That officer, who arrived on the 24th ultimo, kindly supplied me, on application, with a force sufficient to obtain the required redress. It consisted of 45 officers and men of Her Majesty's ship "Arrogant," one barge carrying a 12-pounder howitzer, and one cutter armed with rockets; Her Majesty's ship afforded two cutters also armed with rockets, and the two whalers in which we had first visited the town.

I left Fernando Po at 11 a.m. on the 27th ultimo, having secured, with a view to peace, the gratuitous services of Mr. W. H. Matthews of Fernando Po, and of Mr. Johnson, one of the native missionaries who had been beaten and maltreated by one of Dick Merchant's men. Both parties had resided a long time at Bimbia, and both knew the people and their language thoroughly well.

We reached Victoria, the out-station of the Cameroons Mission, at nightfall on the 27th ultimo, and received on board Mr. Pinnock, another missionary who had been robbed and assaulted by Dick Merchant's people.

About daybreak on the 28th ultimo, we left Her Majesty's ship "Griffon" anchored, and set out in the boats, being joined *en route* by Mr. Wilson, a third member of the Mission. Arriving at Dick Merchant's town, I sent forward Messrs. Wilson and Johnson, who had volunteered to land under a flag of truce. The other vessels being stationed to cover our position, Commander Perry, Mr. Richards, and I disembarked from the first and second whalers, exactly as we did before. This time we found the Chief sitting under the usual "palaver tree." As I refused to shake hands with him, he knelt to me, and showed the utmost contrition. At the end of an hour, he and his principal men had signed four Articles, of which the original is inclosed. Commander Perry then indulged them

with a discharge of howitzer and rockets, and the sensation created warrants my believing that this part of the coast will be peaceful for some time to come.

We then visited the town of King William of Bimbia, who, after a previous Treaty with England, has lately signed a document of which a translation is inclosed. It enables the Spaniards of Fernando Po to obtain palm oil, which used to be exported from Cameroons River in British bottoms. I had, however, a peaceful interview with the Chief, and Commander Perry, on departing, discharged his rifles and revolvers, causing the same sensation as at Dick Merchant's town.

Having reached the "Griffon" at 3.30 p.m. on the 28th ultimo, we at once steamed to Fernando Po; and on the same evening I reported events to the Commodore, thanking him for his assistance, and expressing admiration of the way in which the duty had been done.

I have also offered my best thanks to Messrs. Matthews, Johnson, Pinnock, and Wilson for their valuable aid in preventing hostilities.

Hoping that your Lordship will approve of these proceedings, I have, &c.

(Signed) RICHD. F. BURTON.

Inclosure 1 in No. 41.

Agreement with Dick Merchant.

MOKUNDO, popularly known as Dick Merchant, Chief of Dikolo Town, Bimbia River, and four of his principal Chiefs, consented, on the 28th of February, 1862, to the following four Articles, proposed to them, at their town of Dikolo, by Richard Francis Burton, Her Britannic Majesty's Consul for the Bights of Biafra and Fernando Po:—

ARTICLE I.

Dick Merchant and his Chiefs hereby agree to abstain from the outrages lately committed on the missionaries.

ARTICLE II.

Dick Merchant and his Chiefs hereby agree to pay, within a reasonable time, the bullocks, sheep, goats, &c., stolen from the missionaries.

ARTICLE III.

Dick Merchant and his Chiefs agree to make the most ample apology for the insult offered to us.

ARTICLE IV.

Dick Merchant and his Chiefs agree to pay a fine of twelve goats, or an equivalent, to be paid within an hour.

(Signed)

RICHD. F. BURTON, *Her Majesty's Consul, Fernando Po.*

J. LAISNE PERRY, *Commander, H.M.S. "Griffon."*

DICK MERCHANT, his ✕ mark.

YOUNG MERCHANT, his ✕ mark.

SAMPSON DICK, his ✕ mark.

SCOTT DICK, his ✕ mark.

GEORGE DICK, his ✕ mark.

Inclosure 2 in No. 41.

Agreement between the Chiefs of Bimbia and the Spanish Government.

(Translation.)

IN the town of King William, of Bimbia, this 1st day of February, 1861, by Señor D. Atilano Calvo Iturburu, Judge and Secretary to the Government at Fernando Po and the rest of the Spanish possessions of the Gulf of Guinea, in the name and power of Señor Don José de la Gandara, Governor-General of the same, on the one part, and on the other part by King William of Bimbia, for the purpose of holding conference upon the best mode of increasing trade between the subjects of Spain and those of the afore-mentioned territory of Bimbia, of avoiding questions which have in times past frequently arisen, and similarly of securing the good terms existing between these and those, the following Articles were agreed upon:—

ARTICLE I.

King William of Bimbia engages to execute, or cause to be executed by his subjects, contracts entered into with Spanish subjects, with a further promise to become security and principal payer in cases when traders make contracts with his intervention, though not in others not so made, in which he will only be obliged to make them perform their engagements.

ARTICLE II.

The Governor of Fernando Po will assist the said King William to carry into effect the engagement entered into in the last Article, should his subjects attempt to resist his orders.

ARTICLE III.

King William engages to prefer, in commerce, Spanish ships and traders to those of all other nations.

ARTICLE IV.

The same obliges himself to supply country labourers, by virtue of a contract of a certain annual value, to the Island of Fernando Po, always provided such be forthcoming; and the Governor of the Colony, on his part, obliges himself to see such contracts performed by the inhabitants of the Colony.

ARTICLE V.

The Governor offers aid and protection to the said King William of Bimbia, always on condition that the latter, on his part, fulfils, in all things concerning him, the present engagement.

Which clauses and conditions were also accepted, in parts relating to themselves, by the Chief named Prince Naco, by the so-called Dick Bimbia, present at the Conference; to which were witnesses, the Lieutenant Don José Caveiro, commanding Her Majesty's gun-boat "Caridad," Mr. Henry Matthews, Mr. Peter Nichol, and Mr. Samuel Johnson, who signed on the day, month, and year above mentioned.

(Signed)

ATILANO CALVO ITURBURU.

PRINCIPE NACO.

JOSE M. CAVEIRO.

W. H. S. MATTHEWS.

PETER NICOL.

SAMUEL JOHNSON.

KING WILLIAM OF BIMBIA, his ✕ mark.

DICK BIMBIA, his ✕ mark.

JOHN AMBE, his ✕ mark.

No. 42.

Earl Russell to Consul Burton.

Sir,

Foreign Office, April 23, 1862.

I HAVE received your despatch of the 1st of March, and I have to acquaint you that I approve of the course which you took, as reported in that despatch, to obtain redress from the Bimbia Chief called "Dick Merchant" for the ill-treatment and robbery of certain African members of the Mission, and for the discourteous reception which that Chief gave to you on your first application for redress. This result is the more satisfactory to Her Majesty's Government inasmuch as it was arrived at without having recourse to actual force.

You allude in the same despatch to a subsequent visit to another Bimbia Chief, who, after a previous Treaty with England, had lately signed a document with the Spanish authorities, of which you inclose a copy; but as you merely say that you had a peaceful interview with him, I have no means of judging either of the necessity of your visiting him or of the objects which you sought, and, I presume, succeeded in obtaining, on the occasion.

There are two points, however, in the document which you inclose that have especially attracted my attention. The one is the engagement undertaken by the Chief in the IIIrd Article, to prefer, in commerce, Spanish ships and traders to those of all other nations; the other is his engagement to supply country labourers to the Island of Fernando Po.

As regards the first, you will take an opportunity of making known to the Chief that

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the British Government cannot allow British ships and traders to be at a disadvantage within his district, as compared with the ships and traders of Spain. The British Government has no desire to obtain from the Chief commercial advantages from which other nations are excluded, but it requires to share equally in commercial advantages conceded by the Chief to any other nation.

As regards the second point, I have to instruct you to watch very narrowly the operation of the engagement to supply country labourers to Fernando Po. Such engagements are more or less calculated to give rise to a traffic in slaves, by affording a market to which captives may be brought for sale; and even though such captives should be redeemed from slavery on being purchased, and before they are sent over, under the guise of free labourers, to Fernando Po, the encouragement to slave-hunting in the interior of the country still remains the same; and accordingly every effort should be made to check a system which may tend to such a lamentable result.

I am, &c.
(Signed) RUSSELL.

No. 43.

Consul Burton to Earl Russell.—(Received July 10.)

Sir,

Fernando Po, May 22, 1862.

I HAVE the honour to acknowledge receipt of your official letter of the 26th of February last, directing me to inquire into King Pepple's claim upon the African Steamship Company in the Bonny River.

A copy of your letter has been forwarded to King Pepple.

At present I cannot obtain a cruizer for the Bonny River, and if one were to be had, the prevalence of yellow fever, which has this year for the first time ravaged the Bights, would render it unadvisable that British seamen should at present be exposed to the climate of the Bonny.

I have, &c.
(Signed) RICHD. F. BURTON.

No. 44.

Consul Burton to Earl Russell.—(Received July 12.)

My Lord,

Fernando Po, May 22, 1862.

I HAVE the honour to report that I made two vain attempts to visit officially the Old Calabar River.

The "Bloodhound," Lieutenant-Commander Dolben, R.N., in November was compelled by sickness to leave the river.

In February the "Griffon," Commander Perry, R.N., was ordered to meet the Commodore at Fernando Po, and was by him sent to the South Coast with the mails.

On the return of the "Griffon" to Fernando Po I received intelligence (Inclosure No. 1) that an Englishman had been assaulted by a native of the Old Calabar River, and proceeded there on the 1st instant. The river is chartless, buoyless, and without pilots.

We were nearly wrecked off Tom Shott's Point by a shipmaster who had volunteered to pilot us, and we anchored off Duke Town on Sunday the 4th May.

I was at once visited by the senior supercargoes, who placed in my hands the complaints embodied in Inclosure No. 2; and their example was presently followed by the Sierra Leone emigrants, who also complained of the natives as shown by Inclosure No. 3. A meeting of the white traders was called for the next morning (Monday, 5th May), to consider the re-establishment of a Court of Equity, based upon the Articles of old Treaties concluded by the late Governor Beecroft and by Mr. Consul Hutchinson in 1856. (Hertslet's Commercial Treaties, vol. x, page 686.)

Before noon at the time appointed the Court of Equity was re-established by the white traders. A copy of it is forwarded (Inclosure No. 4) for your Lordship's consideration. Some such measure is called for by the present state of the river, which has literally been managed by the revolver for the last six months. Certain articles may appear to press heavily upon the natives of Duke Town, but I can hardly treat them otherwise. The murders and torturings, and the abominable crimes which prevail among them, render the place an African Sodom and Gomorrah.

When King Archibong was civilly requested to attend, with the "gentlemen" of Duke Town, at the re-establishment of the Court of Equity, he sent two written excuses, saying he was sick. The medical officer of Her Majesty's ship "Griffon," and Dr. Adams, of the ship "Cressy," were sent on shore, and they reported that he was well enough to come on board.

This attempt at delay failing, Archibong and his gentlemen appeared about noon. I reproached him with not having noticed the assault of a white trader, informed him that the state of the river positively required some remedy, and concluded with letting him know that I expected his signature and that of his Chiefs to be affixed to the Articles of the new Court of Equity, which would be duly submitted to him for palavering.

On the next day (6th May) Archibong again pleaded sickness. Drs. Flynn, R.N., and Adams once more visited him, and the latter reported to me (Inclosure No. 5) that the King was "in a perfectly fit state to go on board Her Britannic Majesty's steamer 'Griffon.'"

As Archibong persisted in refusing his presence, the Chairman and members of the Court of Equity, accompanied by Mr. Bigley, master of the "Griffon," formed a deputation, and proceeded to his house to explain and debate upon the several Articles. The only result was an insolent and taunting refusal on the part of the King to affix his signature. His reasons, taken down in writing by Dr. Adams, proved to be nugatory, the chief objections raised being against the abolition of compulsory breakfasts, and points already determined by Treaty.

Commander Perry had been cautioned by the Commodore to leave the river, if possible, after the fifth day. Already we had spent four, and a month appeared in prospect. I, therefore, at the request of the supercargoes, wrote to King Archibong that he was expected to sign the Articles before noon of the next day, under penalty of my proceeding to extreme measures. He simply refused, being backed up, I regret to say, by the Rev. Mr. Anderson, who on this occasion forwarded a most improperly worded protest, which he afterwards withdrew. A very different and a right view of the case was, however, taken by the Revs. Messrs. Thomson and Baillie, and Dr. Hewan, of the Old Calabar Mission. The first named wrote to me, "I cordially concur with you in the course you have adopted as needful, just, and beneficent."

After clearing out his house and preparing for the "bush," King Archibong thought better of the affair, and appeared on board before noon on the next day (7th May). He and the "gentlemen" of Duke Town signed without difficulty, and their example was followed by Tom Eyo, John Eyo, and the Chiefs of Creek Town, who, indeed, throughout the case conducted themselves with the utmost candour and friendliness. They doubtless hope to gain by a comparison with their ancient rivals.

When this point was settled, I proceeded to an examination of the assault upon Captain Lawton by Yellow Duke. Though owning that it was contrary to Egbo law to strike a white man under any circumstances, this slave-chief, who is one of the most dangerous men in the river, because he is a favourite and a creditor of King Archibong, defended himself on the grounds that he had only torn Captain Lawton's shirt.

After taking down the depositions of Captain Lawton, of Mr. McGowan, supercargo of the brig "Cressy," and of the krooman "Dolphin," and after hearing the defence of Yellow Duke, I found the latter guilty of the assault. His fine was left to the decision of the Court of Equity, who will "egbo" or "taboo" him from the shipping unless he pays it.

The same body also took charge of Mr. Hazeley's complaint.

One of the most important clauses in the new Treaty being the opening up of the river to the white trader and the missionary, on the 8th May I proceeded with Commander Perry, R.N., accompanied by the supercargoes of Old Calabar, to inspect the several markets on the Cross River. Passing by Creek Town, I called upon the friendly old Chief Tom Eyo, and with the approval of all the missionaries and supercargoes placed upon his head a gold-laced hat, and acknowledged him as King Eyo Honesty IV.

On the 9th May, the little squadron was off Ittoo, a market about forty miles from Duke Town. We were there opposed by some sixty slaves of the Duke Town people, who, pointing their muskets, ordered us to retire. The Rev. Mr. Thomson, who knew them, landed with the intention of preserving the peace, when they laid hands upon him with some violence, and retained him as a hostage. He presently sent a message to say that his life was safe, and that if we turned down stream the people would let him go. I must add that the reverend gentleman behaved with the greatest coolness and firmness, telling us not to be influenced by his position, but to proceed up the river if we thought proper. Fearing, however, some injury to this excellent missionary, we retraced our way, and were presently joined by Mr. Thomson.

On the next day (May 10th), arriving at Duke Town, I sent for King Archibong and the "gentlemen" proprietors of the slaves, informing him of the outrage and promising that his person should be inviolate. He came on board, and readily agreed that the offenders should be given up. I asked him if he would leave as hostages Yellow Duke and Adam Archibong, whose men were notoriously the ringleaders in the affair. He replied that he would stay himself. This, however, could not be permitted. Moreover, as the Chiefs before mentioned had come on board, I refused to secure their persons. All were therefore dismissed, under a promise that the slave offenders should be produced on Monday morning (the 12th May), and that Duke Town should not be vacated by the inhabitants.

No sooner, however, did King Archibong and his Chiefs leave the "Griffon" than the people were warned out of the town. By noon on Monday the very doors and windows were removed.

At the time appointed I demanded the slaves from King Archibong, and once more summoned him on board with a promise of personal immunity. My only reply was a letter (Inclosure No. 6) from the Rev. Mr. Anderson, who from being a most violent accuser of the Duke Town people, had suddenly become their warmest and most partial friend. The reverend gentleman had manifestly heard only the native story, and had adopted in its entirety their untrue account of what had passed on board the "Griffon." Commander Perry and I were amazed at his proceedings, which were characterized in no measured terms by the supercargoes, even by those of his own congregation.

Meantime, Duke Town was filled with armed men. A report also prevailed that they were ordered, in case fire was opened, to burn down the town, thus establishing a claim to cancel old debts.

It was universally known that the authors of the outrage at Ittoo were ready to be delivered, but the King and Chiefs preferred to see their clay walls knocked down. Of course I resolved to disappoint them.

At a Court of Equity held on the same day, it was resolved to move the shipping to Parrot Island, a healthier and safer spot some miles lower down the river. I was also requested by the supercargoes to take charge of one "Iron Bar," a head Egbo or jujuman of Duke Town, and to keep him as hostage at Fernando Po at once for the safety of the supercargo, and as a surety for the offending slaves, one of whom was his property.

Iron Bar, a man of considerable power, and of a most cruel disposition, was transferred to me by Messrs. Irvine and Inglis, who held him prisoner. He is now at the Consulate, where orders have been given to treat him like a native gentleman.

The supercargoes also requested me to revisit them as soon as possible. I undertook to apply for a cruizer from Lagos, provided they could inform me that they had left Duke Town for Parrot Island.

At this season, especially as yellow fever is coming down the coast for the first time, British seamen could hardly visit Duke Town; moreover, if the shipping stay there, a month at least would be required to settle the various difficulties. As soon, however, as the season opens I shall once more proceed to Ittoo and the upper markets, and personally superintend the opening of the Cross and Calabar Rivers. The tribes of "middle-men" who now infest the coast from Benin to Cameroons, can no longer be permitted to bar the great highways which Nature has run into the African interior.

I shall meet with some opposition, as the plundering of the "bush men" is necessary to support the indolence, the pride, and the vile sensuality of the coast people. But with the permission of Her Majesty's Government, I shall (D. V.) succeed.

On Wednesday, the 14th May, I left Old Calabar for Cameroons River, when the Chairman and Members of the Court of Equity favoured me with a document (Inclosure No. 7), expressing an opinion that I had done my best.

It is with regret that your Lordship is troubled with these particulars.

Should I be honoured with approval, the path for the future appears clear to me.

I have, &c.

(Signed) RICHD. F. BURTON.

Inclosure 1 in No. 44.

The Supercargoes in the Old Calabar River to Consul Burton.

Sir,

Old Calabar River, April 23, 1862.

AT a meeting held this day, on board the "Araminta," at the request of Mr. McGowan, Agent of Messrs. F. Huth and Co., we beg respectfully to lay before you the after-

mentioned outrage committed on Captain Lawton of the ship "Cressy." He was on shore superintending the clearing out of a cask-house, when a man of the name of Yellow Duke got his slaves to lay hold of him, and Yellow himself dragged his shirt off him, used violent and outrageous language, and defied all and every authority.

We waited on King Archibong; it looked clearly a matter of collusion; the King prevaricated, and gave no redress. There is no use in entering into every detail, but most earnestly we ask your presence; for really, from the state of things here, they believe we can have no protection.

They have long enough put at defiance our exertions to get what is lawfully due. They are now outraging British subjects.

We have, &c.

(Signed) ROBERT Mc GOWAN, "*Cressy*."
WILLIAM HEARN, "*Coronet*."
WILLIAM DONALDSON, "*Parramatta*."
WILLIAM ROY, "*Araminta*."
IRVINE & INGLIS, "*Orozimbo*."
JAN SANSE, "*Eendragt*."
J. HAMERTON GREENWOOD, "*Elizabeth*."

Inclosure 2 in No. 44.

The Supercargoes in the Old Calabar River to Consul Burton.

Sir, *Old Calabar River, April 28, 1862.*

BEING anxious to afford you all possible aid in redressing the grievances under which we, the supercargoes of this river, have been labouring for some time past, we beg to state to you that we are prepared to form a Court of Equity under your supervision, and subject to such rules as may be deemed most advisable; and we have to request your advice upon this subject. We also beg to lay before you the following, as being our principal causes of complaint:—

1st. We are subject to great loss and annoyance by the heads of Duke and Creek Towns creating and putting in force native laws touching trade, highly detrimental to us, and contrary to express Treaty; and we beg particularly to call your attention to a late instance of this kind.

By last mail we received accounts of a falling oil market, and a meeting of supercargoes was at once convened for the purpose of reducing the price here; which was done. Since that time our trade has been stopped, no oil being allowed to be sold at the new prices to any ship. This has been done by King Archibong and Tom Eyo Honesty, and is not the voluntary act of traders themselves, as several have stated that they would sell oil for the reduced price, but "dare" not, until the affair was settled by the King, which has not yet been done.

2nd. Last year a large trade was done by young men and boy traders in barrels, hogsheads, and rum puncheons of oil. At the commencement of the present year, King Archibong and Tom Eyo caused "egbo" to be blown that no one should sell oil in smaller quantity than the usual trade-cask or puncheon. No intimation was given to any supercargo until after the law was in force; and when we spoke to the King about it, he gave us no satisfaction, merely replying he was King and would make any laws he thought fit.

Now, Sir, we submit that this is an act of glaring injustice; first, to us, who are direct losers by it, as any supercargo will testify; and secondly, to the young traders, many of whom are at present unable to command the requisite means for conducting a wholesale trade, but if allowed to go on gradually would in time become useful and extensive traders.

The only parties benefited by this law are the King and a few men of position, who thus monopolize the whole trade of the interior markets to the exclusion of all others.

3rd. A similar minor annoyance is, that when a ship's house is to be made, or a cask-house built, we are compelled to go the King, who selects a man to do the work; and although we could get it done cheaper and more expeditiously by others, yet no one dare undertake the task save the particular party nominated by the King, and at his price; this completely shuts us out from the benefits of opposition, and the prices we have been compelled to pay, rather than have our people exposed to the weather, have been frequently out of all reason.

4th. Lately to avoid all this trouble and delay, Mr. Roy had an iron house sent out from England, but King Archibong has distinctly refused to allow it to be put up on shore; he gives no particular reason for this, but we all perfectly understand that it is in order to obtain the goods for the erection of a bamboo-house. We pay rent for the ground on

which these houses are built, not for the houses themselves, for which we have to pay an extra heavy price; and we cannot but consider it most unjust to be prevented from putting up any kind of building we think most suitable.

5th. For some time past we have been at issue with King Archibong respecting the rental of these cask-houses, and are very anxious to have this question definitely settled. Mr. Greenwood has been obliged to pay on account of a ship which came here to discharge cargo, and left, after a brief delay, not half loaded. Another vessel has come to him, and cask-house rent is again demanded; we had understood that an annual rent was to be paid, irrespective of the number of vessels arriving during the year consigned to any supercargo.

6th. It has long been the wish of the supercargoes to do away with the custom of giving breakfasts upon the arrival of a ship here; a most expensive and annoying ceremony.

Mr. Roy determined to give it up, but "egbo" was blown on his ship by Tom Eyo. No Creek Town man dare go on board, and even parties indebted to him were prevented from bringing their oil for some time.

7th. We find it impossible to get any satisfaction from native authority when any matter is brought up in the form of complaint, as the following instances will illustrate:—

It has always been held that our ships were neutral ground, when quarrels existed between any of the natives. A few months since this was broken through by Yellow Duke, who attacked and severely maltreated some slaves belonging to Eyo Hogan, who was at the time on board the "Araminta," Mr. Roy's vessel, and his people in a canoe alongside. Upon applying to King Archibong to know if this was to be allowed, he declined the subject, saying he knew nothing about it.

Again, Mr. McGowan has brought out for Bassa Henshaw, by special order, an expensive set of goods. Bassa Henshaw is a large trader, and a wealthy man, yet he now coolly refuses the goods, and will only take them at a most reduced price, knowing that Mr. McGowan is not likely to find a buyer elsewhere.

There is no appeal to any authority here; the King only puts these questions aside, and will not assist us in the least.

With respect to the all-important subject of debts at present owing by natives, we consider it most advisable that each supercargo should lay his own case before you for consideration; and at the same time we beg to assure you that our entire support will be given, as a body, to such measures as you may consider right to adopt for the common benefit of all.

We have, &c.

(Signed)

WILLIAM HEARN, "*Coronet*."

WILLIAM DONALDSON, "*Parramatta*."

IRVINE & INGLIS, "*Orozimbo*."

THOMAS LEWIS.

WILLIAM ROY, "*Araminta*."

ROBERT McGOWAN, "*Cressy*."

J. HAMERTON GREENWOOD, "*Elizabeth*."

Inclôsure 3 in No. 44.

Mr. Hazeley to Consul Burton.

Sir,

Old Calabar, Duke Town, May 6, 1862.

WITH great regret I feel myself under the necessity to address you on a subject of a very serious nature, which not only myself but others from Sierra Leone, who reside here on shore, as mechanics. In times past, when the natives know that we had some one to vindicate our cause, they use to dread for disturbing any of us. But here of late, as they find no Consul or man-of-war, they treat us most disgracefully.

Sir, I shall not at all intrude upon your valuable time; but I shall just bring you two charges before your notice against two of the natives young men here.

There is one free boy whom the parents gave me at Cameroon, by the name of Moses Bell, on my way here for to train up, and he has been under the Rev. W. Anderson as a scholar.

But these seven days one of this man, by the name of Asuqua Apa, seized this boy in the market, and detain him as a prisoner until this day. The charges is he had a pig to sell, and three of us were to buy the pig. As the rest were not ready, I gave him two chairs in pledge, each of them worth the pig. When the time expired, I called him for to

receive his payment. He then refused to take any part in his country money, he wanted me for to sell him a piece of cloth under price, which I refuse. He then went, through vexations, seize this boy, and detained him. The pledge is still in his hand until this day, with the boy.

The other charge is against one Adam Ephraim Edein, who made it his business on the month of November last for to seize this very boy, and put him in irons, and bulrag me in the presence of the Rev. W. Anderson for no cause at all.

The charge was I owed a man belonging to him, which debt I deny. The man merely gave me something to exchange; I returned the same to him; he then refused it, and wanted me to pay him three times that amount. Rev. Anderson tried all his best to settle it, and showed him all his faults, but he could not be convinced until he took his satisfaction by abusing and beating me in the public street. And he accepted the same amount afterward, and discharge the boy.

Wish you to give these complaints your kind consideration, I have, &c.

(Signed)

WILLIAM ISAM HAZELEY.

Inclosure 4 in No. 44.

Agreement between the British and other Supercargoes and the Native Traders of Old Calabar.

AT a meeting of the British and other supercargoes and native traders resident at Old Calabar, held on board Her Britannic Majesty's steam-vessel "Griffon," Commander Perry, the following Code of Bye-laws and Agreements, subject to such modifications or additions as may be sanctioned by Her Britannic Majesty's Consul, for the better regulation of trading matters between the parties hereunto subscribing, was unanimously agreed to, and sanctioned by Richard Francis Burton, Esquire, Her Britannic Majesty's Consul for the Bight of Biafra and the Island of Fernando Po :—

Article 1. That an Equity Court be established in the Old Calabar country to keep in their integrity the following bye-laws and regulations, and that the Court shall consist of all the supercargoes, a corresponding number of the chief traders of the locality being admitted at each meeting to hear the decisions of the Court, but the Kings alone shall have a vote in the proceedings.

Art. 2. That a majority of votes at each meeting have the deciding power on any subject brought before the Court, the Chairman's vote being equal to two.

Art. 3. That this body have a monthly sitting, unless in special cases, when it may be summoned at any time; that a supercargo each in his turn, according to seniority, be elected Chairman for a month; and that a report of each meeting be forwarded to Her Britannic Majesty's Consul at Fernando Po.

Art. 4. That a Court-house be erected at the joint expense of the supercargoes now trading in the river, on the ground where Whitehall once stood, to be under the protection of Her Britannic Majesty's Consul, the aforesaid ground having been granted to Her Britannic Majesty's Consul for that purpose by the late King Duke Ephraim.

Art. 5. That any one member of this Court have the power to appeal against its decisions to the Consul, and until his next visit or communication all action of judgment be suspended, and if, on examining this appeal, it be found frivolous or invalid, the appellants are to be fined at the discretion of the Court.

Art. 6. That this Court shall apply the fines levied by it to the expense of the erection of the Court-house, and keeping it in order, or otherwise, as the Court may think expedient; that the fines of palm oil be sold by public auction.

Art. 7. That any supercargo or native after receiving a formal notice to appear at the Court, and failing to attend at the time fixed for meeting, shall have half-an-hour's grace allowed, and if not present at the expiration of that time shall be considered as refusing to attend, and shall be fined at the discretion of the Court, unless he can produce satisfactory reasons for such non-appearance, in defiance of the rules of the Court.

Art. 8. That any native refusing to pay any fine that may be inflicted by this Court shall be stopped from going on board any ship in the river, either for trade or any other purpose; and any supercargo refusing to pay a fine shall be denied the privileges of the Equity Court.

Art. 9. That all comeys be paid to the Kings, or other recognized authorities at the time, of Duke and Creek Towns, one-half to each town as arranged on board Her Majesty's ship "Alecto," by Commander Raby; the comey to be paid at the rate of 20 coppers per registered ton, and no further claim is allowed to any person whatever beyond this.

Art. 10. That all comeys be tendered on the arrival of a vessel in the river, without any breakfast or ceremony of any kind, and if not accepted, the supercargo may commence trade immediately. The said comeys to be paid, in cargo, by said ship when subsequently demanded.

Art. 11. That comeys having been paid or tendered, no hindrance shall be offered to the obtaining of wood and water for any ship's use.

Art. 12. That the ground given as a site for a cask-house to any supercargo shall be paid for in the case of hulks at the rate of 1 hogshead of rum and 300 kroos of salt per annum, and in the case of sea-going ships consigned to a supercargo who has no permanent hulk, then the same goods shall be paid for each ship loading with country produce in this river.

Art. 13. After the comeys has been paid or tendered to the Kings or recognized authorities, every person desirous of disposing of any country produce in any quantities whatever to the shipping shall be at liberty to do so in his own name without hindrance or molestation from any one.

Art. 14. That in the event of any trader making an agreement to take goods from any ship at a certain rate, all such agreements shall be perfectly binding; and in the case of the goods not being paid for by the specified time, such goods may be sold for what they will bring, and any loss sustained thereon shall be made good, at the instance of the Court, by the defaulting trader to the supercargo with whom the agreement has been made.

Art. 15. That no trust whatever be given to any native trader after date hereof; and it is hereby distinctly understood, and agreed to, that no claims whatever for any trust given to any native after date of this shall be allowed to be brought before this Court as claims; but if any supercargo shall hereafter give trust, he does so on his own responsibility.

Art. 16. That in the case of already existing debts, it is hereby agreed that in order to obtain all such outstanding trust given prior to this date, any supercargo can summon before this Court any debtor or his guarantee, and upon such debt being proven, a time for payment shall be fixed by the Court, and if within that time the debt has not been paid up, then a notice shall be given to the Kings, or any other recognized authority, demanding such debtor to be delivered up to the Court until his debt be paid; and should a debtor not be delivered up according to notice, the Court shall consider the expediency of stopping trade, or adopting such measures as may ensure compliance with their demand: and further, in order as far as possible to do away with trust, it is agreed that no trade casks shall from this time be given out as heretofore, except for the obtaining of a debt already existing, and subject to the same rule as a debt.

Art. 17. That for the protection of the shipping, and in order to facilitate the adjustment of disputes or quarrels arising between supercargoes and natives, it is agreed that all such matters be in the first instance referred to the Court, and if upon investigation it be found impossible to adjust such matter peaceably, then the Court shall refer it to the Consul, and while awaiting his decision the contending parties shall be bound to keep the peace in such sums as the Court may think fit to decree, according to the circumstances of the parties implicated: and further, all disputes between white men and natives shall be without prejudice to the shipping, all parties agreeing to abide by the decision of the Consul.

Art. 18. That if at any time after the usual comeys has been paid or tendered any supercargo can prove that the trade of his ship has been stopped by blowing "egbo," or by other means, direct or indirect, upon any pretence whatever, then the Kings, or recognized authorities for the time, are to be held responsible for such stoppage, and shall pay one puncheon of good palm oil per day for every 100 tons registered tonnage to said ship as compensation for loss incurred. The said oil to be paid at such time and in such manner as may be directed by the Consul.

Art. 19. That property on shore in cask-houses shall be strictly inviolate, and the Kings, or recognized authorities, shall prohibit their subjects from entering any cask-house, unless by written authority from the white trader to whom the cask-house belongs.

Art. 20. That a legally qualified pilot shall be paid at the rate of one copper per registered ton for bringing up any vessel, and the same for taking her out to sea; but unless a legal certificate be presented by a pilot, signed by Her Britannic Majesty's Consul, it shall not be allowed that the native authorities can claim any pilotage whatever. But it shall be lawful for a certificated pilot to claim one-half the foregoing pilotage when he shall not have been sent for, or his services demanded.

Art. 21. That a ship being ready to proceed to sea, or having sent for a pilot to bring her up the river, the pilot shall proceed on board without delay, under pain of forfeiture of his pilotage, and any further penalty which may be adjudged by Her Britannic Majesty's Consul.

Art. 22. That it shall be unlawful to blow "egbo" under any pretence on persons, premises, or property of any British subjects resident on shore.

Art. 23. That the Kings and Chiefs of Old Calabar pledge themselves that no British subject shall from this time be defamed on shore, or maltreated in any way or under any pretence; and if the Kings or Chiefs do so they will incur the displeasure of Her Majesty the Queen of England, and be declared enemies of Great Britain, and the men-of-war will, upon such complaint being made to them, immediately come to Calabar River to protect British subjects.

Art. 24. That these laws be considered the existing laws between British supercargoes and the native traders at Old Calabar, and all former Codes shall be by these abolished relating to trade.

Ratified under my hand and seal on board Her Majesty's steam-ship "Griffon," in the Old Calabar River, this 5th day of May, 1862.

(Signed) RICHD. F. BURTON, *Her Britannic Majesty's Consul,*
Fernando Po.

J. LAISNE PERRY, *Commander, H.M.S. "Griffon."*

WM. HEARN, *"Coronet."*

W. DONALDSON, *"Parramatta."*

ROBERT Mc GOWAN, *"Cressy."*

WILLIAM ROY, *"Araminta."*

IRVINE & INGLIS, *"Orozimbo."*

JAN SANSE, *"Eendragt."*

J. HAMERTON GREENWOOD, *"Elizabeth."*

KING ARCHIBONG II, of Duke Town.

ADAM ARCHIBONG, his X mark.

EPHRAIM DUKE, his X mark.

BLACK DAVIES, his X mark.

EGHO YOUNG HOGAN, his X mark.

EPHRAIM ADAM, his X mark.

YELLOW DUKE, his X mark.

BASSY HENSHAW, his X mark.

TOM OFFRONG, his X mark.

GEORGE DUKE, his X mark.

HENSHAW DUKE, his X mark.

TOM EYO HONESTY, his X mark.

JOHN EYO.

KING CAMEROONS, his X mark.

EGHO YOUNG OGO, his X mark.

DOCTOR EYO, his X mark.

HOGAN BASSY, his X mark.

ANTICA AMBO, his X mark.

Inclosure 5 in No. 44.

Certificate.

Old Calabar River, May 6, 1862.

I CERTIFY that I have this day seen King Archibong, and I consider him in a perfectly fit state to go on board Her Britannic Majesty's steamer "Griffon."

(Signed) E. ADAM, M.R.C.S.E.

Inclosure 6 in No. 44.

The Rev. W. Anderson to Consul Burton.

Sir,

Duke Town, May 12, 1862.

IT is with great reluctance that I comply with the wishes of several of the Calabar gentlemen, and intimate to you that, after what occurred on the "Griffon" on Saturday, viz., the proposal to detain two of them as hostages, neither King Archibong nor any of his Chiefs will appear on board Her Majesty's ship "Griffon" this day.

I consent to write this only because it has been represented to me that you may be impatient to have a reply to your note to King Archibong.

I have, &c.

(Signed) WM. ANDERSON.

Inclosure 7 in No. 44.

The Chairman, &c., of the Court of Equity in the Old Calabar River to Consul Burton.

Old Calabar River, May 13, 1862.

WE, the Chairman and Members of the Equity Court, formed by Consul Burton for the better regulation of trade in this river, beg to return him and Commander Perry our hearty thanks for their courteous manner towards us individually, and the kind efforts they have made to settle all disputes between us and the natives, and are, at the same time, anxious for his speedy return to complete the work so vigorously commenced, as it will lead to important advantages in the future to European traders.

(Signed)

RT. Mc GOWAN, *Acting Chairman.*

IRVINE & INGLIS.

WILLIAM ROY.

WILLIAM DONALDSON.

JAN SANSE.

J. HAMERTON GREENWOOD.

Pro WM. HEARN,

F. W. G. BUCKLEY.

No. 45.

Consul Burton to Earl Russell.—(Received July 10.)

My Lord,

Fernando Po, May 22, 1862.

I HAVE the honour to inform you that, on the 16th instant I visited the Cameroons River, and found the trade stopped since the 1st May, owing to the necessity of reducing the "coppers."

Considering this state of things as the beginning of long troubles, I have induced the traders to form a Court of Equity, the Articles of which are virtually the same as those signed by Mr. Consul Hutchinson, January 14, 1856. They are inclosed for your Lordship's information. On the 19th instant they were signed by the supercargoes, the British subjects (Sierra Leone emigrants), and the three principal Chiefs, Preso Bell, King Acqua, and King Bell.

I have, &c.

(Signed)

RICHD. F. BURTON.

Inclosure in No. 45.

Bye-Laws for the better regulation of trading matters between the supercargoes and native traders of the River Cameroons, passed at a meeting held on board Her Majesty's steam-vessel "Griffon," and sanctioned by Richard Francis Burton, Esq., Her British Majesty's Consul for the Bight of Biafra and the Island of Fernando Po.

Article 1. THAT an Equity Court be established in the River Cameroons to keep in their integrity the following Bye-Laws and Regulations, and that the Court shall consist of all the supercargoes, a corresponding number of the chief traders of the locality being admitted at each meeting to hear the decision of the Court; but the four Chiefs, viz., King Bell, King Acqua, Preso Bell, and Charley Dido, alone shall have a vote in the proceedings.

Art. 2. That a majority of votes at each meeting have the deciding power on any subject brought before the Court.

Art. 3. That this body have a monthly sitting, unless in special cases, when it may be summoned at any time. That a supercargo, each in his turn, according to seniority, be elected Chairman for a month; and that a report of each meeting be forwarded to Her Britannic Majesty's Consul at Fernando Po.

Art. 4. That a Court-house be erected at the joint expense of the supercargoes now trading in the river, to be under the protection of Her Britannic Majesty's Consul.

Art. 5. That any one member of this Court have the power to appeal against its decisions to the Consul, and, until his next visit or communication, all action of judgment be suspended.

Art. 6. That any supercargo or native after receiving a formal notice to appear at the

Court, and failing to attend at the time fixed for meeting, shall have half-an-hour's grace allowed, and if not present at the expiration of that time shall be considered as refusing to attend, and shall be fined at the discretion of the Court, unless he can produce satisfactory reasons for such non-appearance in defiance of the order of the Court.

Art. 7. That any native refusing to pay any fine that may be inflicted by this Court, shall be stopped from going on board any ships in the river, either for trade or any other purpose; and any supercargo refusing to pay a fine shall be denied the privilege of the Equity Court.

Art. 8. That all old palavers shall be considered as settled up to this date, and cannot be again brought forward to the detriment of trade.

Art. 9. That any vessel coming into the river for the purpose of trade shall pay to the King or head man of the town at which he may choose to anchor, the amount of ten original crews for every hundred tons of the vessel's register; in special cases, or those of resident agents, their comeys to be according as they may arrange it, annually or otherwise, with the King or headman of the town at which their cask-houses are situated; and under no pretence shall any other King or head man demand any comey or dash whatever from such vessel; and, also, the said King or head man to supply the said ship with a suitable cask-house on payment of five crews.

Art. 10. That, after the usual payment to the King or head man for the use of the cask-house, if any agent or supercargo can prove that his cask-house has been illegally entered or broken into, and any property stolen therefrom by any of the natives, the said King or head man to be held responsible for the loss.

Art. 11. That any King, Chief, or trader attempting or threatening to stop the trade of any vessel or supercargo, after the usual comey has been tendered for the privilege of trading, such King, Chief, or trader shall, at a meeting of the supercargoes, be summoned before the Court to account for such stoppage, and, if found guilty of illegal obstruction, shall be punished to such an extent as may be agreed upon.

Art. 12. That any person acting as pilot shall receive as compensation the value of one original crew for every three feet of the vessel's draught.

Art. 13. That whereas several boats have been frequently stopped and taken from alongside ships, and British subjects detained and maltreated, any aggression committed either on property or persons shall be visited by immediate punishment to the parties so offending, a Special Court called for the occasion, and the heaviest punishment inflicted allowed by the laws.

Art. 14. All intentionally watered and fermenting oil offered for sale to be forfeited; and all casks manufactured for fraudulent purposes to be forfeited with the contents.

Art. 15. That for the protection of the shipping, and in order to facilitate the adjustment of disputes or quarrels arising between supercargoes and natives, it is agreed that all such matters be, in the first instance, referred to the Court, and if, upon investigation, it be found impossible to adjust such matter peaceably, then the Court shall refer it to the Consul, and, while awaiting his decision, the contending parties shall be bound to keep the peace in such terms as the Court may think fit to decree, according to the circumstances of the parties implicated; and, further, all disputes between white men and natives shall be without prejudice to the shipping; all parties agreeing to abide by the decision of the Consul.

Art. 16.* That it shall be unlawful to "blow egbo," under any pretence, on persons, persons, premises, or property, of any British subjects resident on shore.

Art. 17. That the Kings and Chiefs of Cameroons pledge themselves that no British subject shall, from this time, be detained on shore, or maltreated in any way, or under any pretence; and if the Kings or Chiefs do so, they will incur the displeasure of Her Majesty the Queen of England, and be declared enemies of Great Britain; and the men of war will, upon such complaints being made to them, immediately come to Cameroons River to protect British subjects.

Art. 18. That any native after taking trust from any supercargo or agent, and not working satisfactorily, or having no intention to pay the same, can be summoned before the Court; and, upon such debt being proven, a time for payment shall be fixed by the Court, and, if within that time, the debt has not been paid up, such debtor shall, at the discretion of the Court, be stopped from going on board the ships for any other purpose than to pay his debts.

Art. 19. That these laws be considered the existing laws between British supercargoes and the native traders at Cameroons, and all former Codes shall be by them abolished relating to trade.

Given under our hands on board Her Britannic Majesty's steam-vessel "*Griffon*," in the River Cameroons, this 19th day of May, 1862.

(Signed) RICHD. F. BURTON, *Her Britannic Majesty's Consul for the Bight of Biafra and the Island of Fernando Po.*
 J. LAISNE PERRY, *Commander, R.N., H.M.S. "Griffon."*
 W. H. ASHMALL, "*Sir John Falstaff.*"
 W. BABINGTON, "*Moselle,*" *Messrs. K. and W. King.*
 JOHN B. BOWERBANK, *Agent to Messrs. Hatton and Cookson.*
 ROBT. A. TAYLOR, "*Alex. Grant.*"
 ISAAC GRAYSON, "*Commerce.*"
 JOHN LILLEY, *Factory "Moodordoo."*
 JOHN DURING.
 J. T. DECKER.
 ISAAC L. CLEMENES.
 ROBERT G. JOHNSON.
 JOSEPH TAYLOR, his $\times$ mark.
 WILLIAM TAMBER, his $\times$ mark.
 PRESO BELL, his $\times$ mark.
 KING AQUA, his $\times$ mark.
 KING BELL, his $\times$ mark.

No. 46.

Consul Burton to Earl Russell.—(Received July 10.)

My Lord, *Fernando Po, May 22, 1862.*

I HAVE the honour to inclose an official letter, and copy of a log kept by Isaac Grayson, master of the brig "*Commerce*," now trading in the Cameroons River.

It is an old custom of the Cameroon men to fight among themselves for the ships newly arriving in their river. On this occasion, however, they boarded an English vessel, and caused her, I am informed, to incur considerable danger.

I venture to represent that, under such circumstances, Her Majesty's Consul should be armed with sufficient powers to punish the natives by fine, which must be raised by proceeding, if necessary, to forcible measures.

I have, &c.
 (Signed) RICHD. F. BURTON.

Inclosure 1 in No. 46.

Mr. Grayson to Consul Burton.

Sir, *Cameroons, May 17, 1862.*

I BEG to inclose a copy of my log since the arrival of my vessel in the Cameroons River, by which you will see the treatment I have received from the hands of Preso Bell's people, which I hope you will put a stop to.

I am, &c.
 (Signed) ISAAC GRAYSON, *Master of brig "Commerce."*

Inclosure 2 in No. 46.

Extract from the Log of the "Commerce."

May 12, 1862, 5 P.M.—CAME to anchor off Doctor's Creek, in Cameroons River, when, at 7 P.M., several canoes filled with men came on board from King Bell's Town, Acqua Town, and Preso Bell's Town, each wanting the ship to anchor at their own beach. I told them all I was not decided as to what beach I should take.

May 13.—Preso Bell's people and King Bell's people came on board, and wanted to create a disturbance. 9 A.M., proceeded up the river with Mr. Brunn, the supercargo of the vessel, in my boat, with the intention of visiting the hulks. Whilst I was proceeding up the river, the canoes of Preso Bell several times surrounded the boat, with the intention

of taking us up to their town prisoners until we brought the vessel up to their beach. We managed, however, to get away from them, and went on board the barque "Endora." Whilst there the canoes of Preso Bell waited off Captain Babington's vessel to stop the boat when we proceeded for our letters on board the "Alexander Grant," Mr. Taylor, Messrs. Horsfall's agent. I went on shore to King Bell's beach to pick out ground for sheds; having done so, I went up to his house to get a pilot to fetch the ship in; I sent him with a letter on board to the mate with instructions to do so.

Whilst the vessel was proceeding up the river Preso Bell's people passed down in armed canoes, and wanted to take possession of the vessel, with the intention of taking her to Preso Bell's town. Seeing this, I asked King Bell to render assistance in taking her again, when he armed his canoes and took her, and brought her to an anchor. During all this time, Preso Bell's people and King Bell's people were fighting on deck to have possession of her. When the vessel was under weigh, Preso Bell's people attempted to cut the stopper of the cable to prevent the vessel from anchoring off King Bell's town, but were prevented by King Bell's people. I proceeded on board with Mr. Brunn and King Bell in my own boat, and, after a long palaver with them, it was very long before I could restore peace, or get Preso Bell's people or canoes to leave the ship.

(Signed) ISAAC GRAYSON, *Master of brig "Commerce."*
JOHN JENNINGS, *1st Mate.*
JAMES S. GRAYSON, *Boatswain.*

No. 47.

Earl Russell to Consul Burton.

Sir,

Foreign Office, July 23, 1862.

I TRANSMIT to you herewith copies of a correspondence between Mr. Thwaites and this Department on affairs connected with the Bonny River.

You will perceive from the letter which, by my directions, was addressed to Mr. Thwaites on the 7th instant, that it will be necessary that I should receive from you reports upon two points. The first is, the question of the claim made by King Pepple for duties on the African Steam-Packet Company's coal-hulk in the Bonny River; and the second relates to the Tariff which has been recently published by King Pepple.

With regard to the first point, I have already called upon you for a report of the grounds upon which the claim for duties on the coal-hulk is made, and I have only now to instruct you to furnish me with a full report upon this matter.

With reference to the question of the new Tariff, I have to desire that you will inform me of the actual amount of duties proposed to be levied under this Tariff, of the amount of increase as compared with the old Tariff, and the proportion the duties levied bear to the value of the goods.

I should also be glad to know in what light the Tariff is looked upon by the traders in the Bonny River.

I have further, in accordance with what I have stated to Mr. Thwaites, to desire that on the occasion of your next visit to the Bonny River, you will communicate with King Pepple upon the subject of the wish expressed by him to have the countenance and support of the British Government in suppressing the horrible custom of offering human sacrifices.

You will inform the King that if he thinks fit to call a meeting of his Chiefs and the Headmen of the river, you are authorized to make known to them the horror and detestation with which this horrible custom is viewed by the British Government and by all civilized people, and that Her Majesty's Government will give him moral support in his determination to suppress similar barbarous proceedings for the future.

You will let Pepple, however, understand distinctly that Her Majesty's Government have no wish or intention to give him political support.

I am, &c.
(Signed) RUSSELL.

Inclosure 1 in No. 47.

Mr. Thwaites to Mr. Layard.

Sir,

10, *Highbury Terrace*, June 28, 1862.

IN reply to your letter of the 18th instant, wherein you state that I should communicate in writing any statement I may be deputed by the King of Bonny to make respecting the affairs of his country, I beg you will lay before Earl Russell the following statements for his Lordship's consideration :—

1. The King is anxious that his country should be represented here, and wishes me to act as his Consul, if Her Majesty's Government will accept me. He states that he is desirous of increasing the trade of Bonny, which there is no doubt can be done to a great extent; and I need not remind you that the merchants of Liverpool have hitherto had almost the exclusive trade, which has been considerable; and I am instructed by the King to convey to Earl Russell that Her Majesty's Government are at no expense with Bonny, neither does he wish them to be. At the same time the merchants of England are deriving great advantages from the commerce; and he feels it only right that he should be represented here, as he has always allowed Her Majesty's Consul to enter his territory when he pleases, and gave his sanction to the first appointment of British Consul for the Bight of Biafra and Benin.

2. The Royal Mail Steam Company refuse to pay the sum of 400*l.* for comeys claimed from the hulk "William Money." I am directed by the King to say that that vessel has been trading in coals, which the Company have been selling at 5*l.* per ton to the Spanish and other vessels; besides ale, porter, brandy, wines, hams, &c.

3. The King is about to establish a new Tariff, particulars of which I left with Mr. Wyld.

4. The King deplores the human sacrifices which took place in February; and states that he wrote to Commodore Edmonstone in 1861, expressing his abhorrence of such custom, which has existed for centuries, and pointed out to him an immediate remedy, viz.: The merchants in the river (and a man-of-war) to assist with their presence at a meeting of his Chiefs, and then state that they would support him in suppressing this dreadful custom, and he would guarantee it should never occur again.

5. The town of Bonny and neighbouring country are suffering from yellow fever, sixty to seventy deaths per day in the town alone. The shipping also are suffering greatly; and what is very wrong in the merchants, the ships go out unprovided with proper medical men; they are chiefly young men that have been assistants in druggists' shops for a year or two, and the King assures me they kill more than they cure, and he thinks it a matter for the immediate attention of Her Majesty's Government. Respecting the new Tariff, the King has given up trading himself; and the heavy calls upon him for presents to send up the country, improvements in the town, river-side, &c., compel him to increase the comeys; and he is also anxious to build schools, which cannot be done without money, and of course when he traded himself it was a large source of profit to him.

I shall be glad of an early answer, so that I may communicate with His Majesty by next mail.

I have, &c.
(Signed) RICHARD THWAITES.

Inclosure 2 in No. 47.

Mr. Layard to Mr. Thwaites.

Sir,

Foreign Office, July 7, 1862.

I HAVE laid before Earl Russell your letter of the 28th ultimo, submitting, by direction of the African Chief, King Pepple, the following matters connected with the affairs of the Bonny River, for his Lordship's consideration :—

1. The desire of King Pepple that his country should be represented in England, and his wish that you should be recognized by Her Majesty's Government as his Consul.

2. The King's complaint that the African Steam-Packet Company refuse to pay the sum of 400*l.* for comeys on duties charged in regard to their coal-hulk, the "William Money," which vessel, it is stated, has been used not only as a coal-depôt, but for trading purposes, the Company having retailed coals to Spanish and other vessels, besides selling wines, spirits, provisions, &c.

3. The intention of the King to establish a new Tariff, the particulars of which are set forth in a paper left by you at this office.

4. A statement that he deplures the human sacrifices that took place in his country in the month of February last, and his desire that a ship of war should be present at a meeting of the Chiefs to be assembled by him, with the view to countenance and support him in his determination to put a stop to this horrible custom.

5. His desire that the attention of Her Majesty's Government should be called to the class of persons sent out as surgeons on board British ships trading in the Bonny River, who, it is stated, are young men with no other qualification for the post than that of having assisted in druggists' shops for a year or two; and that the crews of British ships suffer considerably in consequence of their incapacity.

As regards the first point, I am to state that, while Lord Russell will at all times be ready to receive and to attend to any representations which you may be authorized by King Pepple to make on the affairs of the Bonny country, it will be impossible for his Lordship to acknowledge you in an official character as Consul, and to issue to you the Queen's exequatur in the same manner as is done in the cases of Consuls of European and other foreign Powers.

With reference to the second point, namely, the refusal of the African Steam-Packet Company to pay the sum of 400*l.* for dues levied on the hulk "William Money," employed as a coal-depôt by the Company, I am to state that it was in consequence of a representation made to this Department by the Company that Commodore Edmonstone was instructed to intimate to King Pepple that he would not be allowed to enforce this claim. His Lordship will, however, direct Her Majesty's Consul at Fernando Po to report whether there is any ground for placing the Company's coal-hulk on a different footing from that on which it has hitherto been placed, in regard to the immunity which it enjoyed from the dues levied on other ships in the Bonny River.

3. On the question of the Tariff I am to state that Lord Russell cannot, at present, offer an opinion; but his Lordship will call upon Her Majesty's Consul in the Bight of Biafra for a report on the subject.

4. With regard to King Pepple's wish that a British ship of war should be present at a meeting of Chiefs to be assembled by the King for the suppression of the horrible practice of human sacrifice, I am to state that Captain Burton, Her Majesty's Consul at Fernando Po, will be instructed on the occasion of his next official visit to the Bonny River to communicate with the King, and to take such steps as he may think best calculated to make known in the river the horror and detestation with which the custom of offering human sacrifices is viewed by Her Majesty's Government and by all civilised people, and he will be directed to support the King in his determination to suppress similar barbarous proceedings.

It is to be distinctly understood, however, that Her Majesty's Government have no wish or intention of interfering to give any political support to King Pepple.

5. With reference to the want of properly qualified medical men on board British vessels trading in the Bonny, I am to state that Lord Russell has no power to interfere in this matter, but that his Lordship will call the attention of the Naval Department of the Board of Trade to the subject.

I am, &c.
(Signed) A. H. LAYARD.

No. 48.

Earl Russell to Consul Burton.

Sir,

Foreign Office, September 12, 1862.

I HAVE received your despatches of the 22nd of May last, reporting your proceedings in the Old Calabar and Cameroons Rivers, and I have to convey to you my approval of the Agreements which you induced the European traders to sign with the natives in those rivers for the establishment of Courts of Equity to decide all disputes arising between them, copies of which are inclosed in your despatches above referred to.

I am, &c.
(Signed) RUSSELL.

No. 49.

Consul Burton to Earl Russell.—(*Received October 11.*)

My Lord,

Lagos, August 30, 1862.

I HAVE the honour to inform you that all my official correspondence of this year was lost by the capsizing of a boat conveying it to Lagos. I have also to regret that a momentary indisposition prevents my communicating by this mail.

I have, &c.

(Signed)

RICHD. F. BURTON.

No. 50.

Consul Burton to Earl Russell.—(*Received November 11.*)

(Extract.)

Fernando Po, August 26, 1862.

I HAVE the honour to inform you that on the 21st July, a Dr. Henry, merchant, in the Benin River, visited Fernando Po, and laid his case before me. His factory had been plundered on the 24th May, his servants had been wounded, and on the 12th June his wife, an Englishwoman, had died of fever brought on by fright.

He reported that he was unable to return and look after his property without my aid; moreover, that he and a Captain White, only ten days before his making the application to me, had saved Messrs. Horsfall's establishment at the risk of their lives.

The case being urgent I resolved to attend to it, though out of my jurisdiction, thinking that business of a higher importance had prevented his Excellency the Governor of Lagos visiting the Benin River. I wrote an urgent requisition to Lieutenant-Commander Stokes, of Her Majesty's ship "Bloodhound," which was then at Fernando Po, waiting to take me to Prince's Island for the benefit of my health. We left Fernando Po on the 31st July, anchored off the Benin River on the 3rd August, crossed the dangerous bar of that stream on the 4th, and on the next day I summoned the supercargoes and agents, together with Idyáre, alias "Governor Jerry," and his Chiefs.

The Governor and Chiefs, after the usual prevarication, absolutely refused to come on board the "Bloodhound." All the white men in the river unanimously signed a request that trade might be stopped, as the sole means of obtaining possession of Akabwa, the Chief who attacked Dr. Henry's factory. This was done on the 5th August. On the 6th I wrote officially to your Lordship, and to his Excellency the Governor of Lagos, reporting the thoroughly disorganized state of the river. On the 7th a boat was despatched to catch the mail at Lagos. Unfortunately it was capsized, and Mr. Rugg, a West Indian who was in charge of it, was drowned. The crew was seized by the people of the coast, the same tribe as the offenders—the older travellers call them the "Ussa Pirates"—and have been held in captivity till ransom shall be sent. This accident, however, was not known to us for many days.

On the 8th August Lieutenant-Commander Stokes and I set out to visit the celebrated city of Wari (Warree), which we reached after about nineteen hours' rowing. The place has become ruined since the death of King Elusa in 1848. A wooden cross in a jungle is the only trace of the once celebrated Portuguese Mission. We there saw Elusa's two eldest sons, Chamwana and Nyaouri, whom the traders in the river had represented as capable of taking their father's place, and of re-establishing a strong government. When, however, the affair of Akabwa was brought before them, they pleaded inability to cope with one so powerful.

Nyaouri followed us to the Benin River, but after a few days he ran away, being threatened, it is said, with death for interfering in the palaver.

No message having returned from Lagos, I determined, in conjunction with Lieutenant-Commander Stokes, Dr. Henry, and Captain White, to visit the city of Great Benin, whose King, in times gone by, was the most powerful Sovereign of Yoruba.

On the 17th of August, after seventeen hours' rowing, we reached Gwato, the burial-place of the traveller Belzoni, whose grave is, I regret to say, tombless. In the early part of this century Gwato contained many European factories; now there is not one. We passed the night there and set out on the next day, and having walked from 9 A.M. till 6 P.M. slept in the bush. On the 19th August, after two hours' march over the worst of paths, we entered the city. When the usual preliminary visit had been paid to the "Captain of War," the dignitary next in rank to the King, we were led to the quarters assigned to us. One of the first objects that met our sight was a negro, freshly crucified

after the African fashion, sitting on a stool with extended arms, lashed to a framework of poles. I fear it was in honour of our arrival.

We then marched over the space before the King's palace; it was strewn with human skulls and bones, like pebbles.

Our first visit to the palace showed us the body of a fine young woman fastened to the top of a tree—a fetish for rain.

During the night I heard the voice of the "Spirit Oro," and next morning we found close to our doors the corpse of a man, with broken shin bones, and a gashed throat.

Walking to the market we remarked a pool of blood where another victim had been slaughtered.

It is to be regretted that no missionary now resides at Benin city. Whatever may be said against Abbeokuta, it is still certain that such sights are now seldom seen there.

Lieutenant-Commander Stokes and I waited twice upon the King, who appeared much pleased to see us in uniform. He is a fine-looking man, still young, and of peculiarly prepossessing appearance. His palace is in ruins like the city, the effect of the diversion of the trade to Lagos, the abolition of slave exporting, and a chronic civil war with a younger brother, who has established himself near the Niger. He received my present with great affability, and promised to send a messenger to Benin River, threatening a stoppage of provisions if the Chief Akabwa was not given up. He appeared most anxious to renew trade, but I could make no promises.

On the 21st of August we left Benin city, and on the 22nd reached the river, where we heard the news of the despatch-boat being lost. It was impossible to keep the "Blood-hound" any longer without especial orders; moreover, it became evident that, without adopting the strongest measures, the outrage would remain unpunished. Nothing but removing all the European factories, four in number, and transferring them to the Escravos, or some neighbouring stream, would bring this people to its senses.

The Beninese have learned to despise Europeans. Their villages are built upon almost inaccessible creeks, and the country is so cut by streams that canoes can always procure provisions.

Nor are the white traders unanimous. Were they so they would be respected, and they could settle their own disputes. Of course out of my jurisdiction I could not undertake any forcible measures.

We steamed for Lagos on the 27th August. On the next day I landed, and reported the whole transaction to his Excellency the Governor. A sharp attack of fever prevented my writing these details to your Lordship.

On the 4th of September I returned to Fernando Po, and I shortly afterwards visited Batanga.

In conclusion, I must express my obligations to Lieutenant-Commander Stokes for the zeal and ability with which he supported me in a palaver of uncommon difficulty.

The King's favourable reception was partly owing to his satisfaction at seeing a naval officer, the first who ever visited his palace.

No. 51.

Earl Russell to Consul Burton.

Sir,

Foreign Office, November 24, 1862.

I HAVE received your despatch of the 26th of August last, reporting the steps taken by you with the view to procure redress for the attack made by the natives on Mr. Henry's factory in the Benin River; and I have to acquaint you that although, as a rule, it is not advisable that you should interfere in questions that may arise in the rivers beyond your Consular jurisdiction, in the present instance you acted rightly in attending to the requisition made to you by Mr. Henry for assistance, and I approve your proceedings as reported in your despatch.

I am, &c.
(Signed) **RUSSELL.**

Consul Burton to Earl Russell.—(Received December 20.)

My Lord,

Foreign Office, London, December 18, 1862.

AS I had the honour to inform you in my letter of the 27th September, 1862, an application was at once made to the senior officer, Bights Division, for a cruizer to relieve Her Majesty's ship "Bloodhound," Lieutenant-Commander Stokes, R.N., who was compelled by yellow fever temporarily to quit the coast for Ascension. My letter was dispatched on the 28th September, and consequently must have reached Lagos on the 10th October. Captain Luce, however, as I subsequently heard, had been employed on the Gold Coast, and Commander Beamish was acting for him. As that officer sent me no reply by the mail of the 28th October, I went on board the African steam-ship "Retriever," and visited the Bonny River according to your Lordship's directions of the 23rd July, 1862. These few details will at once explain my delay in answering that letter, and also show the difficulties with which I have to contend, whilst managing a coast some 380 miles in length, with five large and five smaller centres of trade. With respect to your Lordship's previous letter ordering me to investigate the Chief "King Pepple's" claims upon the African Steam-Ship Company, I was compelled to defer proceedings by unwillingness to expose the crew of a British ship of war to the fearful sickness of the Bonny River. The first case of yellow fever broke out there on the 14th March, 1862, and the last known—it is now concealed lest men refuse to ship on board Bonny craft—was in the beginning of June 1862. During these seventy-eight days, the deaths were 134 out of an average of 280 whites; many, however, have since perished. One ship, the "Osprey," Captain Coveney, lost all her European crew, seventeen men, the master alone surviving. Five medical men died, and those of the agents and captains who survived all suffered more or less from sickness. I trust that your Lordship will deem my delay justifiable.

I am directed to report upon two points, firstly, King Pepple's claim, secondly, the Tariff recently published by King Pepple.

With respect to the first point, I have the honour to report that King Pepple's claim of 401*l.* upon the African Steam-Ship Company's coal-hulk the "William Money," lately lying in the Bonny River, is not admissible. She has during her three years' stay at times obliged a man-of-war with a few tons of coal, and she may, though I cannot ascertain that she has, supplied a few ships with trifling articles. But she cannot be looked upon as a trading vessel, and be compelled to pay heavy harbour dues as if she were sharing in the profits of the Bonny. It would, indeed, be highly desirable that the African Steam-Ship Company should have a trading hulk in each river, by which means they could increase the number and tonnage of their steamers, and do something towards removing the present stagnant monopoly. Moreover, I would strongly recommend them to remove their headquarters from the Bonny River to Fernando Po until the settlement at Amba Bay is organized. The Bonny is dangerous to ships as well as to men, and I should not be surprised to hear of one of the large steamers being lost there. The perils of the bar render this part of the voyage more feared than all the rest, and the bottoms of the vessels become so foul that their progress is greatly impeded.

With respect to the second point, the Tariff recently published by King Pepple, the affair at present stands thus. By Mr. Consul Beecroft's Treaty of 1837 the European trader was bound to pay "comey" to the extent of 5 bars per registered ton, and to receive in return favour and protection. The "comey" has been paid; the protection has never been afforded. King Pepple has now demanded per ton 10*s.* in Spanish dollars, English gold, or Bank of England notes, and the traders have simply refused to pay. In my humble opinion they are justified in this course. During the last seven or eight months trade has been almost stopped in the river, chiefly owing to the vagaries of the King, who, thoroughly demoralized by a long residence in England, threatens on all occasions an attorney, or a civil suit, a school, or a missionary.

In obedience to your Lordship's directions I submitted both the points above referred to, to the Chairman and Court of Equity in the Bonny River, and I have the honour to inclose their unanimous decision. The letter of Mr. Thwaites surprised all who saw it. It can only have been written in the conviction that those whom he addressed were wholly ignorant of the matter referred to. One of the grounds for King Pepple's being represented in England is, that he has "always allowed Her Majesty's Consul to enter his territory, and gave his sanction to the appointment of British Consul for the Bights of Biafra and Benin." This may sound well in Highbury Terrace; in Bonny it is as arrogant as it is absurd. King Pepple is a petty trading Chief, son of a petty trading

Chief, King of a dirty town which bears the same proportion to Benin and Biafra as the Isle of Man to the United Kingdom. The "improvements in the town, river-side, &c.," are mere inventions. Bonny is still the filthiest and the most barbarous place upon this coast. Respecting the "heavy calls upon the King for presents to send up the country," I may remark that these "calls" may be called by another name. "Allaputa," *alias* "Elenun, Queen Pepple," is a bushwoman, whose extensive connections amongst the bush people keep the King in his present place. Being now completely powerless, he would bribe them to take his part against his enemies. Unfortunately, the King and Queen do not agree, he being over-devoted to Venus, she to Bacchus; and on one occasion she was obliged to be forcibly removed from one of the African steam-ships in which she wished to escape, the King loudly threatening to enforce his marital rights by legal means.

Touching your Lordship's orders that I should communicate with King Pepple upon the subject of abolishing human sacrifices, at the same time letting him know that Her Majesty's Government have no intention to afford him political support, I have the honour to report that during my last visit King Pepple was absent from Bonny Town; the steamer stayed too short a time for me to hold palaver with the Chiefs; and, most important reason, I was not on board an English cruiser. As was truly said by my predecessor, a Consul's moral force without a ship of war is a moral farce in these regions. Nothing would be easier than to compel the Bonny people to forego the open display of cannibalism and human sacrifice; but it might be necessary to use strong measures. The Ju-ju house is a disgrace to the Europeans who allow such a thing. The natives, however, might refuse suddenly to remove it unless the town were threatened. On the other hand, as the case of Abbeokuta proves, it would be impossible to prevent secret sacrifices; such prevention sounds to an African as absurd as the "abolition of Christianity" to an European.

The Ju-ju Bonny house may lead to another complication. The Spanish authorities at Fernando Po are urging their Home Government for a West African squadron, intended like ours, to capture slavers. All vessels taken without papers or colours will be carried before the Admiralty Court at Fernando Po, and the negroes will be liberated or apprenticed on the island. It has been openly asserted by a Government employé at Fernando Po that if any more human sacrifices—which are rather the retaliatory slaughter of war-captives—take place, they will bombard Bonny Town. As thousands of pounds of British money are there invested, I venture to submit to your Lordship that it might be as well to come to some understanding with the Spanish authorities before so regrettable an occurrence can take place.

According to your Lordship's previous permission, I shall draw a bill on the Treasury for 37 dollars, being passage-money for my tour round the rivers on board the African steam-ship "Athenian," Captain Lowry.

I have, &c.
(Signed) RICHD. F. BURTON.

Inclosure in No. 52.

Minute.

AT a meeting held on board the "Mississippi," at 4 p.m. this day, by request of Her Majesty's Consul; present, Major Burton, Her Majesty's Consul, Messrs. Bragg, Mc Intoch, Thompson, Grant, and Kenyon—

1st. Information was asked by the Consul in reference to a claim made by King Pepple against the African Steam-Ship Company for comey for the hulk "William Mooney." It is the opinion of this Court that there is no ground for the charge of trading against the "William Mooney," and that King Pepple has no claim whatever against the Company.

2nd. Her Majesty's Consul made the Court acquainted with the fact that King Pepple had applied to the Foreign Office about a new Tariff (or increased comey), and wished for information on the subject. It is the unanimous opinion of this Court that as we already pay a very heavy comey on the supposition of a protection which is not granted, that no such proposition can be entertained for a moment.

(Signed) SAMUEL CHEETHAM, *Chairman.*

Court of Equity, Bonny River, November 5, 1862.

Despatches from Dr. Baikie on the Geographical Position and the Commercial Capabilities of the Countries in the neighbourhood of the Niger.

No. 53.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 1.)

My Lord,

Bida, Nípe, Central Africa, January 17, 1862.

I BEG to forward, for your Lordship's information, the accompanying geographical notes, relating principally to new positions on the map of Central Africa, or the correction of previous errors. They are, at present, rather disconnected, but I have deemed it preferable to forward them in their present state rather than run the risk of injury to, or loss of, my notes and manuscripts in this country.

I have, &c.

(Signed) WM. BALFOUR BAIKIE.

Inclosure 1 in No. 53.

Notes on the Geographical Position of the Town of Pánda.

THE position assigned to the town of Pánda, called Fándá by the Haúsa, to the north and east of the Confluence, has in all our maps and charts been incorrect, it having been placed to the south and west of the town of Tóto. The town of Eyímaha, on the north bank of the River Bínuwé, having been fixed by the observations of Mr. D. I. May, R.N., in 1854, the town of Pánda lies about fifteen to eighteen miles north-east or north-east by east from it. The town of Tóto bears from Eyímaha about north-north-east, distant twenty-two to twenty-five miles, the former being probably about the correct straight distance, and Pánda is, therefore, to the south and east, not south and west of Tóto. Pánda was destroyed in 1854, and is still uninhabited; but its position is of some importance, as its name appears in most of our maps, and it was visited by the late Mr. M. Laird in 1833-34. It continues to give its name to a large district, and it assists in assigning an approximate position for the large and important town of Tóto.

January 16, 1862.

(Signed) WM. BALFOUR BAIKIE.

Inclosure 2 in No. 53.

Notes on the River Gurára.

IN "Barth's Travels" (vol. iii, pp. 563 and 565), evidently from erroneous information, the River Gurára is stated to be a tributary of the Kadúna or Lafún, instead of which it is a distinct river, falling directly into the Kwóra, nearly midway between the towns of Muye and Kótón Kárafe, where I lately had an opportunity of observing and fixing its mouth. It is a considerable stream, but at its mouth it forms no delta. Mr. Dalton ascended for a few miles in canoe during the rainy season last year (1861), at which time, he says, there is ample water and room for the entrance of one of the exploring steamers. It never approaches nearer to the Kadúna than thirty or forty miles, and takes a more southerly and westerly course. It arises among some rocks, near a place named Tsóri, in the country of Zhába (about latitude 9° 30' or 9° 40' north, and longitude 7° 40' to 7° 50' east). It passes to the southward of Záriya, or Zózo, and Kádara, crosses Gbári, and entering Díbo falls into the Kwóra. Next to the Kadúna, or Lafún, it is the largest tributary of the Kwóra between the Confluence and Yaúri. It is reported to have mostly a deep channel, but to be in many parts of its course rocky.

January 17, 1862.

(Signed) WM. BALFOUR BAIKIE.

Inclosure 3 in No. 53.

Notes on the Country of Gbári.

THE country of Gbári (pronounced "Gwári" by the Haúsa) is of very considerable extent, extending from the parallel of the town of Záriya, or about 11° 5' north, to within some thirty or forty miles of the town of Tóto, or about 8° 50' north. The town marked "Gwári" in Dr. Barth's map is about the extreme northern point of Gbári. It is more correctly called, by the Haúsa, "Bírnín Gwári," or "the City of Gbári," but its native name is Sére. Gbári is partly tributary to Haúsa, partly to Nípe, and partly independent. Its inhabitants are among

the most industrious and the best disposed of any of the native heathen populations, and consequently the Gbári people are much valued as slaves, and of late years frequent slave-hunting raids and wars have been made upon their territory. Their language is allied to that of Núpe. I have several Gbári people among my followers, and can bear full testimony to their steadiness, industry, and honesty.

January 17, 1862.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure 4 in No. 53.

Note on the Route from the Town of Káffi-Abdezánnga to the Town of Gáiye.

THE route from the town of Káffi-Abdezánnga to Gáiye, in Núpe, being very imperfectly given by Barth (vol. iii, p. 570), and as it is an important and much travelled line of road, I subjoin the names of the towns. It is a seven days' quick journey, and a fourteen days' caravan travelling, the general direction being westerly.

1. Káffi-Abdezánnga, a considerable town in the country of Gbándara, about 8° 40' or 8° 50' north, and 7° 45' or 8° east, tributary to Záriya. Káffi means a stockade, and Abdezánnga is the name of its founder.

2. Gáiyam, a town in Gbándara.

3. Yankárde, ditto.

4. Gongóndara, ditto.

The River Émmu. This rises in the country of Yásko, and, running south, divides Gbándara on the east from Gbári and Gádde on the west. It then passes near Pánda, and falls into the Bínuwē.

5. Kótasi, a town in Gbári.

6. Kúrafi, ditto.

7. Kárihi, a town in Gádde.

8. Gáládima'n Kwói, a town in Gbári.

9. Dúgwi, ditto.

January 17, 1862.

10. Kaságum, a town in Gbári.

11. Tsíberi, ditto.

12. Kilánkwa, ditto.

13. Kúndu, ditto.

The River Gurára (*vide* Inclosure No. 2).

14. Small village on its banks, in Gbári.

15. Tasíbo, ditto.

16. Lamfái, ditto; called Lafái by Haúsa, capital of a small territory ruled by a Fúla, and tributary directly to the Sultan of Gwándu.

17. Kúrmín Hawáau, a small village near the boundary between Gbári and Núpe.

18. Gáiye, called Agáiya by Haúsa; capital of another small territory, also ruled by a Fúla, and subject directly to Gwándu. Gáiye is about 16 or 18 miles south-east from Bída, the present capital of Núpe.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure 5 in No. 53.

Notes on the Country of Asé or Kakánda.

THE towns marked in the map of the Kwóra, "Búdon," "Góri," and "Múye," about midway between the Confluence and Éggan (Egga), are the seats of a peculiar but circumscribed tribe, living entirely in a few towns on the river banks, or on islands, and not extending into the mainland. They have peculiar habits and language, and are exclusively canoemen, no manufactures being carried on among them. Their proper name is "Asé," but by the Igbara they are called "Shábē" and "Hábē," and by the Núpe "Kakánda." This name of Kakánda is, however, applied by the natives of Igára to the extensive country of Bónu, between the Kwóra and Yoruba, and it is used in this sense also in Sierra Leone, which has led to erroneous ideas regarding the numbers of the real Kakánda and the extent of their country, which is in reality extremely limited. Their present numbers do not, I think, exceed 12,000 to 15,000. This small tract of country was formerly very powerful, and was allied to Igára (Ídda), but since the beginning of this century, at least, it has been subject to Núpe. The Kakánda people, until lately, engrossed the entire canoe-traffic between Núpe and the Confluence, and one of my recent endeavours has been to break up this monopoly, which has had the effect already of nearly doubling the native trade, and of reducing the price of salt in Núpe, within twelve months, fully 50 per cent., and other articles in proportion.

January 17, 1862.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure 6 in No. 53.

Notes on two Tribes named Bása.

THERE are two tribes situated near the Confluence, each bearing the name of "Bása," and therefore liable to be confounded with each other, though totally distinct in language, marks, and habits. One is situated east from Igbara and Tóto, on the north side of the River Bínuwē, and is allied by language, &c., with Kámbari. The other, inhabiting both sides of the Confluence to the southward of the Bínuwē, is an offshoot from Núpe, the languages of each being mutually intelligible. The tribe behind Igbara is often distinguished as "Bása-Kómo." The two tribes of "Bása" have nothing at all in common except being both very wild, troublesome people, continually at war with their neighbours or among themselves.

January 17, 1862.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure 7 in No. 53.

Note on Route from Bida, the present capital of Núpe, to Birni'n Záriya.

EIGHT to ten days' quick journey, fifteen to eighteen days' slow journey, general direction north-east.

Bida, capital of Núpe.

Masallá'si, in Núpe.

Lému, in Gbári.

Má'gi, ditto.

Gbórigi, ditto.

Gbógi, on the banks of the Kadúna, ditto.

River Kadúna.

Zhá'n Garí, in Bása.

Garín gabaz, ditto.

Gúmna, in country of a tribe named Gulénýe.

Tégyina, in country of a tribe named Úgu.

Úngwoi káremi } Villages in the country of a very

Úngwoi babbá } rude tribe, named Úngwoi.

Wú'sibo, in Kamúku.

Igára, in Gbári.

Dawáki, ditto.

Zámman dázhi, in Gbári.

Masáre, ditto.

Búgai, ditto.

Kíri'n kú, ditto.

Busi, ditto.

Maguzá, ditto.

Birni'n Gwári, ditto.

Sófa, ditto.

Riyúka, ditto.

Ká'si, in Záriya.

Kadage, ditto.

Zángo'n Yá'si, close to Birni'n Záriya, ditto.

Birni'n Záriya has been fixed by the observations of Dr. Vogel, and Bida by those of Lieutenant Glover, R.N.

February 1, 1862.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure 8 in No. 53.

Note on Differences between the Nomenclature of Dr. Barth and that employed by Dr. Baikie.

SOME occasional differences will be found between the generally very correct nomenclature of Dr. Barth, and that employed by me. This I account for in two ways. He often writes names as they are written in Arabic characters; while I always write them as nearly as possible to the ordinary pronunciation. Thus Dr. Barth uses "Kebbi," where I write "Kábbi," because, he says, it is so given by Arabic writers, while the latter (Kábbi) is distinctly the pronunciation in constant use, and, therefore, I prefer it. He also uses, for the same reason, "Gando" instead of "Gwándu," the combination of *g* and *w* being very difficult in Arabic letters. Secondly, he employs often the letter *e* instead of *a*, as "Keffi" (vol. ii, p. 556) for "Káffi," "zenne" (vol. ii, p. 128) for "zánni," and, in Fulfulde, "nennata" for "nánata;" also at times he uses *g* for *k*. This, as I observe the same peculiarities among the German missionaries, I ascribe to the nature of the German ear; and in Dr. Barth's case I find it equally in his Haúsa, his Fulfulde, and his Kanúri words. In Koelle's "Polyglotta Africana" this exists in also every language or dialect contained in that work. Dr. Barth also often writes *o* for *u*, as "mógo" for "múgu" (vol. ii, p. 61), "gojíya" (vol. ii, p. 433) for "gújiya" (or more correctly "gúzhiya"), "Katú" and "Kotú" (vol. ii, p. 568) for "Kóto." I have paid very constant attention to the pronunciation of words, and especially when I differ from Dr. Barth.

I always employ vowels with the Italian powers, and the alphabet I use is that of the Church Missionary Society, with some slight modifications to suit sounds not provided for by it, and which I have found chiefly in the Haúsa. Where Barth writes *ay* I use *ai*, and for *ch* I use *tsh*, that proper names may be equally read and correctly sounded by continental as by English readers.

February 5, 1862.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure 9 in No. 53.

Note on the Spelling of the name "Bínuwē."

DR. BARTH (vol. ii, p. 465), in a foot note, remarks, "I do not know whether the members of the Chádda expedition had sufficient authority for writing the name (Bínuwē) this way:" Dr. Barth himself always using the spelling "Bénuwē." On this I have only to remark that, during our voyage, the Rev. Mr. Crowther, Mr. D. I. May, and myself, always heard it pronounced as "Bínuwē." Since my return to Africa in 1857, I have conversed with many people who know this river well, and who always say "Bínuwē." This day I called before me a man who has spent several years along this river, and I made him pronounce the name five or six times, and he sounded it most distinctly "Bínuwē." We do not doubt but that further east Dr. Barth heard the name as "Bénuwē," and this may possibly be the more correct form, but at the same time we cannot understand why he should doubt that in another locality we heard it differently sounded.

February 6, 1862.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure 10 in No. 53.

Note on the Continuance of High Water in the River Bínuwē.

IN vol. ii, p. 475, Dr. Barth calls in question the accuracy of my relation of the period of greatest height of the waters of the Bínuwē, and in support of this he brings forward partial extracts from my published journal. My statements were made from actual personal observation and experience; his, from reports of the natives. He states that the river continues at its full height for about thirty days, or during the month of September; while we, in the "Pleiad," found that during the month of September it rose very considerably, to the extent of several feet, and only remained stationary three or four days at the very end of September. In support of his allegation he alludes to what he calls "conflicting opinions" on board the "Pleiad," overlooking that myself, Mr. May, and Mr. Dalton were engaged in daily observations and measurements, and that the smallest change

could not have escaped us; that the Rev. Mr. Crowther and Mr. Richards, the pilot, the only persons on board experienced in African rivers, fully concurred with us; that the sailing-master was misled in supposing the river to be falling by the draining of flat land after a heavy fall of rain, and afterwards acknowledged his error; and that the only persons who asserted the fall of the river were Mr. Laird's party, some of whom had got much alarmed, and were most anxious to return, and that it was they who urged the master to move downwards, though Mr. May and myself were at the time twenty to twenty-five miles off in an open boat, in a savage country, and without either supplies or aid if needed. I have always considered Dr. Barth to be wonderfully accurate in his statements, and cannot see why he should cast doubts on the personal observations of qualified persons when they do not exactly correspond with, or precisely bear out, his assertions, supported merely by hearsay.

I have during my stay at the Confluence had the opportunity of watching the rise and fall of the Bínuwē at its junction with the Kwóra during two seasons, and, after making full allowance for difference of locality, our observations of 1854 are sufficiently confirmed. A river remaining stationary for thirty days at any season of the year, and more especially at the very height of the rainy season, is quite at variance with my experience in this region. The apparently anomalous second rise of the Kwóra, alluded to by Dr. Barth, and which I have seen and watched at Jéba and at the Confluence, does not in the least invalidate my statement regarding the stationary nature of these rivers, but rather confirms it, as after five years' observations of their rises and fallings I have hardly ever found five or six days to elapse without some distinct change.

February 6, 1862.

(Signed) WM. BALFOUR BAIKIE.

Inclosure 11 in No. 53.

Geographical Notes on the Countries named on the Map, Inclosure 1 in No. 2.

1. THE countries of Ígbira, Núpe, and Kámbari occupy the entire left border of the River Kwóra, from the Confluence to Yaúri, except a small and very narrow strip which makes part of the small country of Asé, which is called Shábe by the Ígbira, Hábe by the Bonú people, and Kakánda by the Núpes.

2. Below the Confluence to the sea the same (left) side of the Kwóra comprises the countries of Igára, Íbo, and of Ejó in the Delta.

3. The right bank from the sea upwards is occupied by Ejó, Abó, and some other districts of Íbo, a set of tribes nominally tributary to Benín, and often known by the nicknames of Ado or Kúkurúku; and close to the Confluence is the country of the Bása, an offshoot from Núpe.

4. Above the Confluence along this (right) bank are Wóro, a section of Bonú, the largest part of Asé or Kakánda, the smaller part of Núpe, a small part of Yóruba, and lastly Bórgú, which stretches beyond Yaúri to near the town of Gáiya, where it joins with Gúrma.

5. Beyond Yaúri the river border is occupied first by a portion of Kábbi, and a tribe of Haúsa allied to the Kabbáwa, and named Shangáwa, and then Dándi, inhabited by a tribe of Sónái origin, who occupy the low lands near the river to Zabírma.

6. Between Bonú and Yóruba are, beginning from the south, Ānkanú and Akóko, aberrant sections of Yóruba, Ūwe and Ōgidi, allied to Bonú; Aiyaré, a curious tribe, of whose language I have compiled a small vocabulary; and Gbéde and Yágba, with an almost identical dialect, closely allied to Yóruba.

7. Behind and to the east of Ígbira and Núpe, and stretching from south to north and north-west between these countries and Haúsa, are a number of tribes almost unknown: beginning from the south, from the River Bínuwē the first is Bása or Bása-Kómo, a completely different tribe from the Bása near the Confluence; behind, and to the east and north-east, is Ēkpó, called Áfo by the Haúsa, while to the north-west is Gáddé, both being tributary to Záriya. East of Gáddé, and north of Ēkpó, is the country of Gbándara, pronounced Gwándara by Haúsa, in which is the important town of Káffi-Abdezànga, inhabited by Haúsas and Filáni. East of Gbándara, and between it and Dóma, is Tówáni, and north of Tówáni is Dároro, famed for its honey; north of Dároro are two small tribes, Kájé and Kwógwuru, at present in revolt against Záriya; and north of these is Káttab, equally famous with Dároro for its honey, which is carried to Záriya, Káno, and even to Azben and Sókoto; west from these is Zhába, inhabited by a wild and savage race. I am not quite certain whether Zhába be the proper name, but it is the one by which this district is generally known. In Zhába, among rocks near a place named Tshóri, arises the River Gurára, which falls into the Kwóra below Múyé. South of Zhába, and north of Gbándara, is the rocky country of Yáskwo, with a wild, almost naked, race of inhabitants; north of Zhába, and between it and Záriya, is Kádára, with a population nearly as rude as that of Zhába; east from Kádára, and north of Káttab, is Kuráma; and north of Kuráma is Kaúru, partly inhabited by Záriya people; east of Kuráma and Kaúru is Fíti or Píti, in which the Kadúna takes its rise.

8. West of Záriya, Kádára, Zhába, and Gáddé is Gbári, or, as it pronounced by Haúsa, Gwári, often rocky but very fertile and productive, and by far the largest and most important of all these countries; at its northern extremity is the town of Sése, or as it is called by the Haúsa, Bírni'n Gwári, or the city of Gbári. This, which is the Gwári of the maps, is merely the extreme northern limit of a country extending from this to Ígbira. Bírni'n Gwári has long been subject to Katshína. Great part of Gbári is tributary to Záriya, part to Núpe, and part is yet independent; the inhabitants are accounted the hardest workers and the most quietly behaved of all these tribes, and consequently Gbári are in great demand as slaves throughout Haúsa and Núpe.

9. Between the northern part of Gbári, and Núpe, and Kámbari are the Gulénye and Ūgu, two rude tribes tributary to Záriya, and close to these, and allied to them in language, are the Ūngwoi, the wildest of all, a tribe entirely unclad, living unsubdued on the tops of rocks and mountains. North of these is Kamúku, subject mostly to Katshína, and of which the chief towns are Kótó'n Kóro, Kwóngoma, and Wómba. Immediately behind Núpe, and extending to Kámbari, are numerous settlements of Bása, of the same race as the Bása settled near the Bínuwē. Between Núpe and Kámbari is an aberrant tribe of Núpe named Asú, but called Ébbé by Núpe, and Ábewa by Haúsa.

10. South-east of the town of Láfiya-Béribéri are the Kóro, but of the other numerous rude tribes in Bautshi I am not yet sufficiently informed to write at all with certainty.

11. The country of Dóma is divided into two parts: one is Dóma proper, tributary to Záriya; the other, in the south and east, is Keyána or Arágo paying Bautshi, the two using distinct but mutually intelligible dialects.

12. All these countries possess distinct languages, of several of which I have vocabularies. The dialects of Zhába, Kájé, and Kwógwuru are partly intelligible to each other. The languages of Gbári and of Asú, or Ébbé, are nearly connected with the Núpe; those of Bása and the countries behind it are allied to the Kámbari.

Bida, March 3, 1862.

(Signed) WM. BALFOUR BAIKIE.

Inclosure 12 in No. 53.

Corrections of some Inaccuracies of Dr. Barth concerning the Town of Tóto.

DR. BARTH in his *Travels*, vol. ii, p. 569, in speaking of the large and important town of Tóto, says that it is "under the direct government of the Sultan of Tándá (not Fándá)," but, curiously enough, the very terms he makes use of contain the proof of the error he lies under. There is a town, but no province of Tóto, and there is no such country as Tándá. Tóto is on Ígbira ground, and is nominally subject to the King (not Sultan) of Fándá or Pándá, whose title is Sémagé, not "Shemmage," as Barth has it. And the European goods received, as he says, from "Tágara," are from Igára or Ídda, which by Háusa and Núpe is called Attágara, from "Atta," the title of the King of Ídda, and "Igára," the name of his country.

Kóto'n Kárafe (not Kótu'n Karífi) is a town of Ígbira, and called by the natives Igú, and it is quite distinct from Attágara or Igára.

The Limám (not "Limang") of the Háusa people is merely Headman or Chief of the Háusa and Bórnu people, under the King of Tóto.

The position of Tóto, as I have previously noted, is north-west, and not east-north-east of Pándá.

Bida, March 4, 1862.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure 13 in No. 53.

Synonymes of the Principal Countries and Towns of Sudán.

1. Aïr or Ázben is called—
 Ázben and
 Ábzen or Ábzín } By Háusa.
 Aúzín, by the Háusa of Káno.
 Ázben an d } By the Fúlbe.
 Tshapárrí }
2. Timbúktu is called—
 Timúhtu, by the Moorish Arabs.
 Tumúhtu, by the Arabs of Morocco.
 Timbúhtu, by the Sónai.
 Tumbúhtu, by the Western Fúlbe.
 Tumbútu, by the Fúlbe of Háusa.
 Tambútu, by the Háusa.
3. The Sónai are called—
 Sónwai, by Háusa.
 Sónai, by Fúlbe.
4. Gágo is called—
 Gáo, by the Fúlbe.
5. Móshi is called—
 Móshi, by the Háusa.
 Mótshi, by the Fúlbe.
6. Sáí is called—
 Sáiyi, by the Háusa.
 Sáí, by the Fúlbe.
7. Zabírma is called—
 Jérma, by the Fúlbe.
8. Árewa is called—
 Mauri, by the Fúlbe.
9. Bórgú is called—
 Bárba, by Yóruba.
 Brógun, by Núpe.
 Bírgu, by Háusa and Fúlbe.
 Abórogú, by Asú or Ébbé.
 Abírgu, by Kámbari.
10. Kámbari is called—
 Ashíngani, by Asú or Ébbé.
 (It is the Cúmbri of some writers.)
11. Yaúri is called—
 Yawúr, by the Fúlbe.
12. Kamúku is called—
 Atshíndu, by Kámbari.
13. Sókotó is called—
 Sókotó, by Fúlbe.
 Sókoto, by Háusa.
 Sókót, by Arabs.
 Sákato, by Azbenáwa or Tawareks.
14. Gwándu is called—
 Gándu, by Fúlbe.
 Gwándu, by Háusa.
 (It is the Gando of Barth.)
15. Góbîr is called—
 Góbúrá, by Fúlbe.
16. Zámfara is called—
 Jámpara, by Fúlbe.
 Zánfara, by Barth.
17. Katshína is called—
 Kásina, by Fúlbe.
18. Fúlbe or Filáni, are called—
 Fuláta, by Bórnu.
 Apuláta, by Kámbari.
 Fuláni, by Yóruba.
 Góí, by Núpe.
 Ángwoi, by Ígbira.
 By Háusa :
 Bá Filátí or Bá Fulátí, *sing. m.*
 (Not Ba Féllanchi, as in Barth, vol. ii, p. 49.)
 Bá Filáta or Bá Fuláta } *sing. f.*
 Ba Filátana or Ba Fulátana }
 Filáni or Fuláni, *plural, m. and f.*
19. Háusa is called—
 Áfnu or Áfunú, by Bórnu.
 Kéni, by Núpe.
 Háusa people are called :—
 Kéngi, by Núpe.
 Agána, by Kámbari.
 Abákpa, by Ígbira.
 Gámbari, by Yóruba.
 By Fúlbe :—
 Háusankéjo, *sing.*
 Háusankóen, *plural, m. and f.*
20. Bórnu is called—
 Bórnu, by the Háusa.
 Bènu, by Núpe.
 Bórnu people are called :—
 Kánakí, by Yóruba.
 Bènu, by Núpe.
 By Háusa :—
 Bá Bérberi, *m.* } *sing.*
 Bá Bérbera, *f.* }
 Béríbéri, and } *m. and f., plural.*
 Bérberáwa }
 By Fúlbe :—
 Bérberéjo, and } *m. and f., sing.*
 Bárbaréjo }
 Bárbaróen, and } *m. and f., plural; or,*
 Bárbaréen }
 Siratájo, *sing.*
 Siratóbe, *plural.*
21. Hámáruwa is called—
 Hámáruwa, by Háusa.
 Hámáruwa, by Fúlbe.
22. Djúku is the
 Korórofa of Háusa.
 Ákpa, of Núpe.
23. Zhibú, in Korórofa, is the
 Chubbum of Vogel.

24. Záriya is called—
 Záriya and Zózau, by Haúsa.
 Záriya and Jája, by Fúlbe.
 Bákpa, by Núpe.

Záriya people are called :—
 Zózaugáwa and Zégizégi, by Haúsa.

25. Núpe is called—
 Ní'e and Nú'e, by Haúsa.
 Anípe, by Kámbari.
 Ampéri, by Asú or Ébbé.
 Anúpe, by Ígbira.
 'Iákpa, by Yóruba.
26. Asú is called—
 Ébbé, by Núpe.
 Garín Abewa, by Haúsa.
 Agaláti, by Kámbari.
27. Sárágí (town) is called—
 Sárágí, by Núpe.
 Sára, by Yóruba.
 Tsharági, by Haúsa.
28. Kwágun (town) is called—
 Kwókwo, by Haúsa.
29. Ikpóne is called—
 Saneánni álla Sáríki, by Haúsa.
30. Ilórin is called—
 Ilóri, by Haúsa.
 Ilóri, by Fúlbe.
 Afunjá, by Núpe.
31. Yóruba is called—
 Yáraba, by Haúsa.
 Yórba, by Fúlbe.
 Eiyagí, by Núpe.
32. Bonú is called—
 Kakánda, by Ígbira and Igára.
 Bónu, by Fúlbe.
33. The Benin districts are called—
 Kúkúrúkn, by Haúsa and Núpe.

March 8, 1862.

34. Ashé is called—
 Kakánda, by Núpe.
 Shábe, by Ígbira.
 Hábe, by Bonú.
35. Ígbira is called—
 Kóto, by Haúsa.
36. Igú (in Ígbira) is called—
 Kóto n Kárafe, by Haúsa.
37. Ékpó. is called—
 Ékpe, by Ígbira.
 Áfo, by Haúsa.
38. Gbári is called—
 Gwári, by Haúsa.
39. Igára is called—
 Attágara, by Núpe and Haúsa.
40. Íbo and Ábo are called—
 Opú, by Ígbira and Núpe.
41. The Niger or Kwóra is called—
 Kwóra, by Haúsa.
 Edú, by Núpe.
 Oya, by Yóruba and Bonú.
 M'óni M'ónú, by Kámbari.
 Mávo and Ísa, by Fúlbe.
 Djálíba, by Mandénga.

42. The Bínuwē is called—
 Ílílú, by Ígbira.
 Zánfira, by Kwána (Barth).
 Nú, by Djúku.
 Tsádda, by Allen and Lander.

At the Confluence the Haúsa call the Kwóra "Fárin rúwa," or "The White Water," and the Bínuwē "Bákyin rúwa," or "The Dark Water," as during the dry season the two rivers have waters of very different colours—that of the Kwóra being white and opaque, while the Bínuwē waters are deep blue and clear.

43. The Lafún is called Kadúna, by Haúsa.

44. Mount Lukója (at the Confluence) is erroneously called Mount Patteh in former charts, its Núpe name being Kpáti Lukója.

(Signed) WM. BALFOUR BAIKIE.

Inclosure 14 in No. 53.

Note on the so-called "Kong Mountains," the characteristics of the Kwóra, and of Lake Tsád.

RECENT travels in Eastern, Equatorial, and Southern Africa, have not only removed from our maps the wonderful "Mountains of the Moon," but have also signally confirmed the views of Sir Roderick Murchison regarding the formation of this Continent, and I believe further researches will equally destroy the authenticity of the Western range, the so-called "Kong Mountains." The name "Kong" is said to be a Mandénga word, and a town of that name is marked on the maps east and north from Asánti, which I suppose to be the same with the town called by Haúsa traders "Kwóm," and which is visited by them on account of a white variety of the góro nut, said there to be abundant, and also for gold. But that there is no continuous mountain-range from thence I feel nearly certain. I have crossed the site of the supposed line in two places, namely, in Yóruba and in Bonú, and in neither could I see any distinct range.

There is somewhat in this position a wide and irregular belt of mountainous country, but the mountains are almost all detached and separate, and their distribution is too irregular and undetermined to be easily described except by reference to a map. In Bonú and in Yágba, where perhaps the greatest height is attained, the distinctness of the mountains is the most remarkable. There they rise in some cases to above 2,000 feet. Mr. May estimates one mountain in Yágba at 3,000 feet, but I think his estimate is too high.

One feature among the mountains in Bonú deserves special attention, namely, the prevalence of table-tops, which forms a very striking peculiarity. Several which I have ascended are perfectly level, presenting to the eye an unbroken surface of many miles. One which I have twice crossed is upwards of ten miles in the longest diameter of its summit, and has there towns, farms, and a population living apart from the people of the valleys.

I believe that, when fully surveyed, this mountainous tract of country will be found, not to be part of a so-called "central chain," but rather a portion of the elevated country which seemingly everywhere separates the African coast-line from the more depressed interior, and that here also, though perhaps in a less marked degree, Sir Roderick Murchison's theory will be exemplified.

The Kwóra, or Niger, is not to be considered as a great river descending from lofty regions, as many of the mighty streams of Asia or America, but rather as bearing leisurely to the sea the drainings of an immense

winding valley. Its great affluent, the Biauwē, with more rapid course, and different period of rise, has more of the characters of a gigantic mountain-stream. The great valley of Sudān is separated from the valleys of the Kwóra and Biauwē by high land running from Baútsi in one direction northerly towards Káno, and in the other easterly behind Hámariúwa, and which constitutes the water-shed between these rivers and those, as the Yafú or Komádugu Waúbe of Barth and the Shári, which pour their waters into Lake Tsál, which must be considered not as a true lake, but as an exaggerated swamp in the centre of the great depression, having no outlet, and losing its contents only by evaporation.

Inclosure 15 in No. 53.

Note on the Difference between the Colours of the Waters of the Kwóra and Biauwē, and the Different Nature of their Sources.

IN the Haúsa language the Rivers Kwóra and Biauwē are, at their confluence, known respectively by the names of "Fárin rúwa," or White River, and "Bákyin rúwa," or Dark Water. It was during the height of the rain-season of 1854 that I first visited this country, and at that period we looked in vain for any difference between the appearance of these two streams which might account for these designations. Again in 1857, I only saw the confluence when near its height; but since November 1859, I have had the opportunity of observing this locality at all seasons, and I have seen ample reason for the above nomenclature. During the time of full water both are equally turbid and disturbed, but throughout the dry season and period of low water the difference in the hue of the waters is very marked. The Kwóra is white and opaque, with much earthy matter, and so turbid that, as I have often ascertained when bathing and diving, a foot below the surface I could not distinguish beyond a few inches from my eyes. The waters of the Biauwē again, are at this time clear, transparent, and of a fine dark blue, and it presents, especially when looked on from a height, a very beautiful appearance. The line of meeting is very distinct; the waters do not coalesce, but run side by side for several miles before becoming mixed. The natives around say that of these the white water of the Kwóra is the better for drinking, and I fancy that, although the clear blue water of the Biauwē is the more pleasing to the eye, the former is of anything the more palatable. I can certainly speak to its salubrity, as, though it has formed for upwards of two years the daily drink of myself and my party, I cannot attribute any deleterious effect to its constant use.

The different colours of these rivers indicate the differences of their origin and their course. The Biauwē, originating in rocky mountain-ranges, depends for its supply on the heavy falls of rain in elevated regions, all coming from the eastwards, and, for the most part, similar to the equatorial rains. During our ascent of the Biauwē in August, September, and October, 1854, all the rain was from the eastwards, generally south-east, never from the west. When the cessation of the rains dries up its sources, this river merely flows tranquilly along its sandy bed, bringing with it little or no earthy or other extraneous matter, and so, until the floods from the hills again pour down, it preserves its fine cerulean tint. The Kwóra again pursues its course along a level alluvial country, receiving every few miles tributary streams and rivulets from swamps in low meadow-lands, which constantly keep up a supply of organic matter, and thus render the Kwóra turbid and white.

The natives of Igára, also, call the two rivers "Ujimini fúfu" and "Ujimini dúlu," or the white and the black Ujimini; which, again, is merely a corruption or alteration of the Ibo name for the river, namely, O ímini, and which means, as most of the names of the Kwóra do, "great water."

March 10, 1862.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure 16 in No. 53.

Note on the name "Kadúna."

MR. COOLEY, in his most instructive and suggestive work "The Negroland of the Arabs," in a foot note at page 142, states, not on his own authority but on that of the Rev. G. C. Renouard, that "Kadúna," the name of the river named "La'ún" by the Núpe, means "little" in the Haúsa language. Mr. Cooley, with his usual acuteness, immediately afterwards doubts the correctness of this, and very justly—Mr. Renouard having been led away by similarity of words. In Haúsa the word "Kadán" signifies "little," "a few," but it has no connection whatever with "Kadúna," and is also spelt differently, the middle consonant in Kadúna being a "d," or the Arabic ج, while the second consonant in Kadán is not a true "d," but has a different power, and is equivalent to the Arabic letter ذ.

The name "Quorrana," or rather "Kworáma," which occurs in many Haúsa routes, is not a specific name, but is the Haúsa word for a small stream, a rivulet, in contradistinction to "Kógi," which is "a river." "Gúlbi" is also often used to signify a river, but strictly it means a lake, or a body of water: thus, Lake Tsál is "Gúlbin Tsál," but the distinction is not always observed. Kworáma has no connection, as some Germans have imagined, with Kwóra, which is a proper name.

March 11, 1862.

(Signed)

WM. BALFOUR BAIKIE.

No. 54.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Núpe, Central Africa, January 21, 1862.

I BEG to forward, for your Lordship's information, a rough map of the countries and districts of Central Africa, supplementary to that of Dr. Barth. It is not intended to show absolute positions, nor have I the results of the observations of the present expedition by me, all having been sent to England; but when corrected by the chart of the Kwóra of Lieutenant Glover, and by the positions ascertained by that officer and Mr. May, it will be found, I believe, tolerably correct, and will indicate the approximate positions of several hitherto unknown countries, &c.



CURMA
tributary to
Gwandu

DANDI

KABBI
partly tributary to Sokoto
partly in revolt

KAMBARI
partly independent
partly tributary to Gwandu

ZAMFARA
partly tributary to Sokoto
partly in revolt

KAMUKU
tributary to Ilkhanu

KATSIN
tributary to Sokoto

BORCU

CBA

ASU OR EBBE
tributary to Sokoto

NUPE
tributary to Sokoto

CBEDAGI
tributary to Sokoto

BASA
tributary to Sokoto

UNOWOI
independent
very savage

UCU

YACBA
tributary to Sokoto

ECBON

TSEKPN

ESTIAKO

BINI

CBEDOE
tributary to Sokoto

UWE
tributary to Sokoto

AKOKO
tributary to Sokoto

ANKANU
tributary to Sokoto

IGBIRA
tributary to Sokoto

SIMA
tributary to Sokoto

OKIRI
tributary to Sokoto

MELEMA
tributary to Sokoto

OWORO
tributary to Sokoto

DIBO
tributary to Sokoto

YORUBA

ILESA

AKOKO

ANKANU

IGBIRA

SIMA

OKIRI

MELEMA

OWORO

DIBO

YORUBA

ILESA

AKOKO

ANKANU

IGBIRA

SIMA

OKIRI

MELEMA

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ZÁRÍYA OR ZÓZO



All the rivers and streams are coloured with cobalt blue, and the approximate boundaries of the various countries have been distinguished by different tints. The map includes the countries from a little below the Confluence to the towns of Yákuba and Záriya, the most southern and western of Dr. Vogel's positions, and towards the southern line of Dr. Barth's travels.

The map has been drawn out under great disadvantages, which must partly account for its roughness, as I have had to work at it seated on the ground, with the paper spread out before me on the top of a small travelling box, and, from want of room in the confined place where I am living, people have been continually brushing close past me and disturbing me.

I have, &c.
(Signed) WM. BALFOUR BAIKIE.

Inclosure 1 in No. 54.

Map of Countries in Central Africa.

Inclosure 2 in No. 54.

Remarks on the accompanying Map.

THE accompanying map is intended primarily to indicate the geographical boundaries of various countries, and not, as Dr. Barth's map, to show the confines of the Empires of Sókoto and Gwánda.

Very probably further information will enable me greatly to modify and to correct the present outline. I think, possibly, all the countries behind Tóto will have to be extended northwards; also I believe the country of Kanúku is here shown too extensive, and that of Kámbari (called "Y. úri" in Barth, from its chief town) too small; but the information I at present possess does not enable me to do more.

In Núpe, Bonú and Íbira, the provinces into which these countries are divided are also shown.

Báúg is an aggregation of numerous savage tribes, differing in language, &c., some being subject to the Fálu Chief of Yákuba, and others independent, or in revolt.

I have attempted no filling up of the country of Yóruba, as materials for doing this with considerable accuracy exist already in England.

February 5, 1862.

(Signed) WM. BALFOUR BAIKIE.

No. 55.

Dr. Baikie, R.N., to Lord J. Russell—(Received August 11.)

My Lord.

Ída, Núpe, Central Africa, February 25, 1862.

1. IN reading carefully over Mr. D. J. May's interesting and instructive Report of his visit to East Yóruba in 1853, a few observations of his seem to me to require remark, and which, as the Report was, I believe, read in public at the Royal Geographical Society, I would respectfully request your Lordship also to have placed upon record.

2. In page 10 he suggests that a town or district named Adó, eastward from Ilésha, may give name to a stream "falling into the Kwóra near Íddá with a similar name." Mr. May has here been led away by similarity of names; Adó is the correct name of the town near Ilésha, but as to the river below Íddá, we do not yet know its correct designation. The name of Adó was given to it by Oldfield and Al'en because it flows through a district sometimes called the Dó or Adó country, because the usual salutation of the inhabitants is "Dó dó," just as the Yórubans say "Okú, ckú," and which has led to Yóruba and its inhabitants being styled "Okú," or as it is often corrupted, "Akú."

3. At page 15, the Chief and town, named "Eshu," or "Eshon," should be "Etshu." It is a kind of nickname, given to a powerful Chief, but by which he and his town are commonly known. It is a Yóruba word, and means "devil."

4. At page 26, the river which he names Óyi is, as he suggests, the same which falls into the Kwóra, just below Évan (Egan). Óyi is its Yágba name, but the Núpe call it Kámpí. It is a considerable stream, and in the rainy season is navigable for several miles.

5. At page 28 he mentions a small town "named Lefun, no doubt from its position *en route* with reference to the tributary of that or very like name examined in the 'Dayspring,' and which falls into the river opposite and near to it." I have made particular inquiry on this point, and believe Mr. May to have been again led away by a mere similarity of names. The name of the town is Léfún, that of the river Lafún, or as it has been long known to African geographers by its Haúsa name of Kadúna.

6. In the same page, the name of the town "Ládi," should be "Ladé."

7. In page 29 the name of the large town "Shaw," should be "T-óg," and the Chief whose title is "Kúta" is not "River King," but merely the Chief appointed by the King of Núpe to have charge of the river and its canoes, both for war and traffic, and his title is more nearly equivalent to "Admiral."

8. At page 31, the town "Nagi" should be "Énagi." It is remarkable as being one of two neighbouring towns in the centre of Núpe, inhabited by people of Bórnu descent, and for having a number of date-palms and *dám* palms growing and flourishing in it.

9. At page 32, "Laboski" should be "Labózlú," which is one of the oldest existing towns in Núpe. The viaduct at this town, mentioned in the same page, and also another at Járgi, mentioned at page 33, are nothing but bridges of the form of an arc of a circle, the centres being 20 to 25 feet above the water. Bridges of this description are by no means unfrequent in Núpe, the people of this country bring much more mechanical and constructive than the Yórubans.

10. At page 37, the name "Béde" should be "Gbédde."

11. And in the same paragraph, the expression "we are *pleased* to call Kakánda" is rather strong, as we East have the designation from the natives of Lára, who include in their "Kakánda" Bása, Bonú, and several adjacent districts. The name Kakánda is not strictly that of any country, as that which the Núpe call so is by its inhabitants named "Asúé," and there is no real "Kakánda."

12. These imperfections seem trifling, but spelling of names correctly is of more importance than at first appears, and prevents much confusion, and even error. Were I, in this country, to ask for the town of Ládi, no one could tell me or understand me, whereas were I to say Ládé its situation would be at once indicated to me.

13. The road from the Confluence to Ètshu is now open to us. I have myself travelled to the borders of Yáyba, and my messengers have been to Ètshu already four times.

14. With one further remark I conclude. Mr. May has in several passages alluded to his not having been furnished with sufficient means, but it must be remembered that his excursion took place while we were encamped at Kétsa, after the wreck of the "Dayspring," when we were living "from hand to mouth," and where I had hardly presents to spare for any purpose. He was provided, certainly not amply, but as far as our means would allow. In also supposing that his scarcity of presents was the reason why the Chiefs at Ilésba and at Ètshu refused to allow him to proceed eastwards, he is incorrect; both of these Chiefs acted towards him with sufficient openness, and the Rev. Mr. Crowther and myself were both of us aware at the time that there was "war on the road," and that his entry into Bonú could not be effected. Having myself since that time twice travelled through Bonú, and the countries which Mr. May was prevented from reaching, and my people having penetrated through them in all directions, I am fully acquainted with their state, both then and now, and am certain that, had Mr. May been provided with five times the amount of his presents, he would have been equally hindered in his progress.

I have, &c.
(Signed) WM. BALFOUR BAIKIE.

No. 56.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Nùpe, Central Africa, March 3, 1862.

I BEG respectfully to submit to your Lordship the following observations for the consideration of the Royal Geographical Society or other scientific body.

I have not yet had the opportunity of reading Du Chaillu's interesting and remarkable travels, but, from a review of his work which has reached me, I learn that he suggests that a chain of mountains, which, as he believes, crosses the African continent a little south of the Equator, may account for the absence of Arabic and Mahometan progress in South Africa. But of this fact I would beg to propose another explanation.

The inhabitants of Sudán Proper are all of the negro race, while those south of the River Bínuwē are all more or less connected with the widely spread Kaffir stock, and we find that the limit of Islamism very nearly coincides with the line of demarkation between these two great races. Even north of the Bínuwē, many of the tribes approach more closely to the Kaffirs, and among them, to this day, Mahometanism has made very slight progress.

We know that the centre of Africa is composed of basins or depressions surrounded or bounded by mountain chains, but we have no reason to believe that any armed or predatory expedition has yet reached south of the line, or to the mountains mentioned by Du Chaillu. Adamáwa itself is rocky and mountainous, but behind, and to the south, towards the line, is one immense level. No later than yesterday I had a long conversation with a man who has been beyond Adamáwa, to the utmost limit of the Fúlo conquerors, or the Haúsa merchants, and he describes the whole as one grand level, covered with boundless forests; the various tribes, who are mostly hunters, living often at great distances from each other. The conquest of Adamáwa by the Filáni, is within the memory of the present generation, and before this we have no reason for believing that attempts were made to penetrate beyond. On the contrary, these rude heathen tribes were formerly more formidable, and not many generations have passed since the King of Korórofa or Wukári, now nominally subject to the Fúlbe of Baútsi, led his Djúku followers far into Sudán, made successful war even on Bórnu, and once brought his army to Nùpe, to the mouth of the Kadúna or Lafún. The Arabic geographers hardly mention any countries which can be referred to the south of the Bínuwē, and even Silan Bello's description stops with Korórofa, or, as it is spelt in Salame's version, "Kornorfa." And in Adamáwa at present, though in the towns most are nominal Moslemin, yet in the country districts this religion has done nothing.

Seeing, then, that the limits of information, and of the spread of Islamism and Arabic conquest, both alike stopped short near the line of demarkation, is it not more probable that the fact may be accounted for by the difference of race; that the negro was nearer, and offered less resistance to the Mohometan invasion, and that the negro mind receives more readily the doctrines and dogmas of the Mahometan creed? Ethnologically considered, I believe the negro is much less removed from the Eastern in development and in mental tendencies than the Kaffir.

I do not in this include the country along the Upper Nile, concerning which I am very imperfectly informed.

I have, &c.
(Signed) WM. BALFOUR BAIKIE.

No. 57.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Eida, Nùpe, Central Africa, March 6, 1862.

I HAVE this day received intelligence, seemingly authentic, of the death of Áje, the principal Chief at Ábo, and who was much concerned in the late outrages committed on Mr. Laird's factory. It is also reported, and most probably correctly, that about 100 slaves were immolated on the occasion, such being the fearfully bloody custom throughout Ibo, and more especially at Ábo.

The death of this Chief will probably facilitate the re-opening of trade, as, notwithstanding that he was on the whole desirous of remaining friendly with us, his truculent and ferocious character made him an unpleasant person to have any dealings with.

I have, &c.
(Signed) WM. BALFOUR BAIKIE.

No. 58.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Nùpe, Central Africa. March 13, 1862.

IN addition to the inclosures in my despatch of the 17th of January, I beg respectfully to forward for your Lordship's inspection some further notes, which may, perhaps, be of use in throwing light upon some geographical questions relating to Central Africa.

I have, &c.

(Signed) WM. BALFOUR BAIKIE.

Inclosure 1 in No. 58.

Note on the Period of the Greatest Height of the Waters of the Kwóra, or Niger, at Timbúktu, and the Second Rise of the Waters in Nùpe and at the Confluence.

DR. BARTH has been the first, as far as I am aware, to note the seemingly anomalous period of the highest waters in the Kwóra at Timbúktu, namely, at the end of January, but I see no reason for his remark that "Englishmen have not paid much attention" to the features of this river in its lower part. He must be aware that the phenomenon to which he has alluded can only be observed during the dry season, at which period, except during the voyage of Laird and Allen in 1833-34, and who did not reach a part of the river where this anomalous rise is observable, the Kwóra has not been seen by Englishmen until the present expedition. We observed and noted this peculiarity in February 1858, and every season since I have watched for and measured it. In Nùpe it is well known, and is named "yághé;" we call it the second rise of the river. From Búsa (how far beyond we cannot say) the Kwóra attains its greatest height at the end of September, and early in October it begins to fall. During November it falls rapidly, but towards the end of December it slackens greatly, and by the beginning of January is nearly stationary. From the latter part of January to the end of February there is a second rise, varying in extent according to place of observation. In Nùpe, as at Rábba, it varies from 8 or 10 inches to about 15 inches, according to the season; at the Confluence it is from 4 to 6 inches. During the early part of March the second fall commences, and goes on uninterruptedly until the end of June.

This is, in the fewest words, an exact description of what I have personally observed during four years. The reason assigned by Dr. Barth, vol. v, pp. 6 to 10, seems to me to be partly, but not altogether correct. The true explanation is, I believe, that the great length of the Kwóra, extending over many degrees of longitude, occasions different parts of its course to be acted on by different influences. From Yaúri downwards the river is filled chiefly by rains from April to August, from north-east and south-east, and to a less extent in September from the south-west, and thus the maximum height is attained at the end of September, and the river falls as soon as the rains cease. A great part of the upper portion of its course, again, flows through regions where the easterly rains do not last so long, and have less influence, while towards its source it receives its greatest supply from rains which come with south-west wind from the Atlantic in September, October, and November. These swell the head waters, which, flowing through level countries at a slow rate, do not reach Timbúktu till January, and after passing that place first check the early fall of the lower river, and then cause it to rise a second time, though to a small extent. The rise of the river observed by Mr. Laird at Íddá on the 22nd March, and on which Dr. Barth lays so much stress, might possibly have been caused by this phenomenon, though I hardly think so, as the second fall of the river has always commenced, as far as I have observed, early in March. It more probably proceeded from the Binuwé, which always shows a rise at the Confluence early in April, and might do so on the 22nd of March, so that Mr. Laird's ascribing the rise which he saw to "rains up the country," that is, behind Adamáwa, was, after all, the more likely solution.

March 13, 1862.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure 2 in No. 58.

Note on the "Kissour" of De Caillié.

DE CAILLIE calls the language of Timbúktu "Kissour," a name which has given rise to much confusion and conjecture, as the language of that city has been proved, especially by Barth, to be known by the name of its people, namely, Sónai. Having searched Barth's published volumes, however, without being able to find any allusion to this name, the following, which I learned from an intelligent Pálo who had spent some time in Timbúktu, may be of interest. He states that the mixed population, or those of half-Sónai, half-Moorish extraction, are distinguished from those of pure Sónai race by the name of "Kásuar" or "Káwar," which may account for De Caillié's "Kissour." Since that a native of Timbúktu, whom I met in Nùpe, has been pointed out to me as of this mixed race, or as a Kásuar. Whether this term has any connection with the old geographical name "Inkizar" I am not sufficiently informed at present to offer an opinion.

March 13, 1862.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure 3 in No. 58.

Note on the Name "Joliba" or "Jáleba," for the Upper Niger.

THE name of the upper course of the Kwóra or Niger has given rise to much discussion. Park wrote it as "Jóliba," a name which has since been subjected to much modification in its spelling, De Caillié using "Dhioliba," Barth giving "Dhiuliba," while Koelle and some other Germans have adopted the strange form "Dgoriba." I received the following information regarding the origin of the name from two Fúbe (or Filáni), the one a native of Fúta Djálo, and the other, an unusually intelligent man, a native of Fúta Tóro, both of whom understood the Mandénga language.

They stated that when their countrymen, the Fúlbe, first saw the River Niger in Fúta Djálo, at a time anterior to their conquest of that region, they gave it the name of Jálí-bá, or Djálí-bá, or the "Evil River," from the Mandénga words "já," or "d.áí," evil, and "bá," river, meaning thereby "River of Evil People," as they believed that the "Djalúnka," or natives of the country, a very savage offshoot from the Mandénga stock, derived their evil disposition from drinking the water of the river. Another explanation is also given, namely, that the Fúlbe, who were unacquainted with the use of canoes, followed the natives into the river, where many of them were drowned, and they, ascribing this misfortune to an evil spirit in the water, gave it the name as above.

The pronunciation of the name by these two men, who both knew the upper river well, was distinctly "Jálíba," or "Djálíba," and not "Dhiálíba," or "Dhiulíba," so that possibly Park's original writing may be very nearly correct.

It is possible that the name may have some connection with "Jalúnka," or "Djalúnka," the Mandénga tribe through whose country a large branch of the Upper Niger flows, and on which is situated M'laure, famed for its gold.

The Fúlbe and the Western Moors often call the Upper Niger "Bahr Nil," or "Bahr-u-Nil," which may have been one reason why the Niger was confounded with the Nile of Egypt, and supposed to flow into it.

March 13, 1862.

(Signed) WM. BALFOUR BAIKIE.

Inclosure 4 in No. 58.

Note on the principal Divisions of the Fúlbe or Filáni.

THE following are the principal divisions and countries of the Fúlbe or Filáni:—

1. Fúta-Tóro, or Fúta of the Toróíbe, on the River Senegal, and bordering on the French territories; this is considered by all Fúlbe as their parent country and it is so in as far as Fúta-Tóro was the spot where the early wandering tribes gathered and united, where their language was formed, and whence they issued forth in all directions. It is in Fúta-Tóro that the Fúlo language is spoken in its greatest purity, its dialect being assumed as the standard.

2. Gámar, to the northward, between Fúta-Tóro and the Moors, a very pure branch of the Fúlbe, but Moorish-Arabic is spoken amongst them nearly as much as their own language.

3. Bóndú, between Fúta-Tóro and Wó'of (the Onolof of French writers). The people of Bóndú are sprung from Fúta-Tóro, but are now seated on ground from which they have driven the original Wó'of inhabitants: their language approaches very closely to that of Fúta-Tóro, but is distinguished by being mixed with certain Wó'of terms and forms.

4. Fúta-Djáló, or Fúta in the Djálúnka country, conquered and inhabited by Fúlbe from Fúta-Tóro. The language of Fúta-Djáló is very impure, being much mixed with M. ndénga, and its grammatical forms being much more crude and irregular than those of Fúta-Tóro. A "Primer in the Fúlbe Language," published in 1859 by the Rev. C. L. Reichardt, is almost entirely in this dialect. The capital of Fúta-Djáló is Timba. Two names are in use for this country, the more frequent being Fúta-Djáló, derived from the name "Djalúnka;" the other is Fúta-Jálón, which as I was informed by Othman Záki, late King of Núpe (who was a Fúlo), means "New Fúta," or that its origin dates long after that of Fúta-Tóro.

5. Másina, on the Kwóra or Niger, behind Ségu and Timlúttu, long inhabited by Fúlo tribes, but only recently taking rank as a powerful independent State. The Fúlbe here are but little mixed, and their language ranks for purity next to that of Fúta-Tóro.

6. Besides these there is, chiefly in Fúta-Tóro, a numerous tribe of Fúlbe always reckoned distinct, with a well-marked dialect, and inhabiting only small villages and bush districts, being exclusively pastoral; among their countrymen they are always known as "Fúlbe," all the others being known and spoken of by the names of their respective tribes, as "Toróíbe," "Irábe," "Bóssolábe," &c.; many of these bush or pastoral Fúlbe are still heathens.

March 15, 1862.

(Signed) WM. BALFOUR BAIKIE.

Inclosure 5 in No. 58.

Note on the Dialects and Sub-Dialects of Fulfúlde.

THE language spoken by the Fúlbe or Filáni in Haúsa and throughout Sudán is called by them "Fulfúlde," which is merely the parent Fúlo language with a large substitution and admixture of Haúsa terms and words. "Fulfúlde" is said to mean "It is not pure Fúlo." Of these there are three well-marked dialects:—

1. The dialect of the west, or that of Kábbi including Gwándu, and Zálíma to Sái.

2. Of Árexa or Maúri, Áder, Gó'ír, Sókoto, and Záfara.

3. Of Karsina, Káno, Daúra, Zinder, Záriya, Báutsi, Hamarúwa, and Adamáwa.

There are further two sub-dialects, viz:—

1. Of Yaúri and Núpe, approaching to that of Kábbi.

2. Of Ilórin and Bórgú, derived from Gúrma and Másina.

Of all these, the dialect of Adamáwa, being the furthest off, is the purest, the least mixed with Haúsa, and the one most fully intelligible to a Fúlo from Fúta-Tóro.

March 15, 1862.

(Signed) WM. BALFOUR BAIKIE.

Inclosure 6 in No. 58.

Note on the Lead Ore used in Sudán for staining the Eyelids, and improperly called "Antimony."

THE metallic ore used so extensively throughout Sudán and other countries for staining and darkening the eyelids has been usually, though erroneously, called "antimony." It is called by the Arabs in Sudán *كحل* or "kahl," which word is rendered in the Arabic dictionary by "antimony." It is, by the Haúsa, named "kózoi" or "kwóíi," from the Arabic "kahl," and by the Portuguese it is known as "sândurim." When first

saw it I was struck with its resemblance to galena, or lead ore, and that it is galena has been confirmed by an analysis made for the late Mr. Laird of some of this ore sent to him, which proved it to be a rich ore of lead, containing 80 per cent. of lead, with a small quantity of silver.

The entire supply for Central Africa is derived from the neighbourhood of two towns, named Ákwona and Árufu, near Wukári in Korórofa, where it is found abundantly not far from the surface, and is there purchased at the rate of about $\frac{1}{2}$ d. to 1d per lb., chiefly for salt. It is used only for the purpose of staining the eyelids, for which purpose it is reduced to a fine powder, and applied by means of a metallic or wooden pencil. It is not known in Sudán that it has any relation to lead, which metal is well known in the Haúsa markets by the name of "dárma."

March 15, 1862.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure 7 in No. 58.

Note on the States or Provinces of Haúsa.

THE original States or Provinces of Haúsa were seven in number, which were known by the name of the "Haú-a bókwoi," or the seven Haúsas. Their names are correctly given by Barth, but the tradition he relates concerning them differs from what I have since learned. They are:—

- | | | |
|-----------------------|-----------------------------|--------|
| 1. Daúra, the eldest; | 4. Káno, } | twins; |
| 2. Katsína | 5. Ráno, } | |
| 3. Zá.íya } | 6. Góbir, the youngest; and | |
| 7. Bíram. | | |

Of these Daúra is always acknowledged as the eldest, and Góbir is reckoned the youngest, and at this time Daúra, Katsína, and Góbir are the purest of the Haúsa States.

According to Haúsa tradition Bíram is the oldest seat of the Haúsa, and it still exists as a town on the borders of Khadéja; it is called "Bíram tá gábbaz," to distinguish it from another town of the same name on the borders of Katsína, and which is called "Bíram tá Katsína." The progenitor of the Haúsa was named "Báwó," whose son, Kárbagari, had six children, from whom the different States take their names. Bíram was the seat of Government, and from there the grand-children of Báwó were appointed to various posts. "Daúra," the eldest, was "Sárikín noma," or Chief for Agriculture; Katsína was made "Sárikín káswa," or Director of Commerce and Manufactures; Zá.íya, or Zózau, was named "Sárikín hái," or Chief for the Supply of Slaves; Káno and Ráno were conjointly "Sárikín bába," or Superintendents of Dyeing and the Indigo Trade; and Góbir was appointed "Sárikín yáki," or War-Chief. There is probably a mixture of truth and of fable in this, but to this day these respective States preserve traces of their traditional callings. Daúra has comparatively little to depend on but its agriculture; Katsína was until the recent rise of Káno the chief seat of trade; Zá.íya, from its position among numerous wild tribes, still keeps up the supply of slaves; Káno and Ráno are at this day the great centres of the dyeing trade—the indigo-cloths, or "túrkudis," of Ráno, in particular, being reckoned the best in all Sudán; while the warlike, predatory Góbiráwa are a constant source of trouble to the Sultan of Sókoto. Bíram, alone, which took its rank, not as among the off-spring of Báwó, but in virtue of its being the original seat of Government, is in an impoverished state, partly, however, owing to the proximity of a dangerous neighbour, a well-known scourge in these regions, Bohári, the Chief of Khadéja.

Of these States, Góbir alone remains mostly independent of the Fúbe, with whom they wage an unceasing warfare. Ráno and Bíram are both dependent on Káno, and included in its territory. Daúra, Katsína, Káno, and Zá.íya, are each separate provinces, but tributary to Sókoto. Marádi, though politically allied to Góbir, is by dialect and origin connected with Katsína, and the present Haúsa of Dámagáram and Zinder are sprung from those of Daúra. Of their various dialects I shall speak in a separate paper.

To Dr. Barth belongs the merit of having discovered, in two now obscure towns, Ráno and Bíram, two of the original Haúsa States, which were previously unknown to Europeans. I agree with Dr. Barth in thinking that the name of the so-called ancestor of the Haúsa people, namely, "Báwó," or, as he writes it, "Bawu," has no connection with the Haúsa word for slave, which is "báwa," and it therefore gives no support to the tradition that Haúsa people sprung from a Haúsa slave. "Báwó" is always called in Haúsa "Káka'n Hausáwa," that is, the grandfather or progenitor of the Hausáwa. We know that the Haúsa States formerly extended further north, and that they have encroached on the south, and as Bérlér elements, though not in great number, in the Haúsa language it is probable that in their origin they were connected more or less with a Bé.ber tribe.

By a misprint in Barth's "Travels," vol. ii. p. 73. Ráno is said to be south-west of Káno, instead of south-east or east-south-east, and in the map in vol. v it is placed south, and at a distance of more than thirty miles from Káno, instead of about sixteen or eighteen miles.

Besides these there are seven other States and peoples, known collectively as the "báanza lókwoi," or the "seven good-for-naughts," or "upstarts," that is to say, they were not among the original Haúsa States, but have been joined to them by subsequent incorporation, or by immigration of Haúsa people into them. They are:—

1. Kábbi, sprung from Katsína.
2. Haúsa of Yaúri, sprung from Zá.íya or Zózau.
3. Ádér, sprung from Góbir.
4. Árewa, or Maúri, sprung from Daúra.
5. Shanzáwa, sprung from Kábbi.
6. Zánfara, from a Góbir father, and a Káno mother.
7. Hausáwa n Gwári, or the Haúsa, in the north of Gbári, sprung from Katsína.

Barth gives the "báanza lókwoi" as follows, namely, Zánfara, Ké. bi, Núpe, or Nyffi, Yaúri, Yóruba, or Yáriba, and Korórofa. I have reason to believe, however, that this list is not quite correct, and that the names I have given are the more authentic.

March 18, 1862.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure 8 in No. 58.

Note on the Dialects of Haúsa.

OF Haúsa there seem to be three marked dialects, possessing nearly equal claims to be considered the standard or typical dialect. These are, 1st, that of Góbír, in the west; 2nd, of Katsína in the centre; and, 3rd, of Daúra in the north-east. That of Góbír is no doubt, very pure and unmixed, and in its system of numerals, I believe, it possesses most correctly the original Haúsa mode of counting. It is, however, rather rough, and, in some words, prefers the sound of "t" to that of "l" or of "r." The dialect of Katsína is as pure as that of Góbír, and fully more pleasing to the ear. The names of the numerals, above twenty, are mostly derived from the Arabic, but in all other respects it has, perhaps, the best claim to be considered the standard dialect. That of Daúra is the softest and the most refined; but it has a larger number of Arabic words, or words derived from the Arabic. The Haúsa of Dánagá áu and of Zinder is that of Daúra.

Of other dialects, that of Káno is impure and peculiar, and it has also a large number of commercial and trading terms. The natives of Káno are very fond of the diphthong "au:" thus they say "áuduga" for "ábduga," cotton; "Aúzi" for "Ábzi," the name of a town; and "Z úna" for "Zámna," sir, &c. The natives of Kábbi speak slowly, and draw out their words. They have, also, many peculiar words, as "yaúmi" for "nána," meat; "zúntu" for "dákí," a house, &c. But of all, the dialect of Záriya is the furthest removed, and the most corrupted. This is to be accounted for by its remote position, surrounded and mixed up with numerous wild tribes, with almost countless languages and dialects.

March 18, 1862.

(Signed) WM. BALFOUR BAIKIE.

No. 59.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Nípe, Central Africa, March 13, 1862.

I BEG respectfully to forward, for your Lordship's information, the following statistics relating to the present state of the domestic slave trade in three of the principal towns in Nípe and Haúsa.

In this town (Bida), the average daily number of slaves in the market is from 300 to 400. At present they amount to 800, owing to several recent arrivals. There being no Kakánda people here just now to carry them to Lóo and the Delta of the Niger, they are being purchased one by one for domestic or agricultural labour, chiefly by people from Yóruba.

In Sókoto, the daily average number of slaves is from 600 to 800, while in Káno it reaches the enormous amount of from 2,500 to 3,000, Káno being the grand central receptacle. To ameliorate such a state of matters must necessarily be a very slow process, the work of many years; but the establishment of an English trading station at the Confluence would have these not altogether negative results:—it would first cause an increased demand for ivory and other commercial products of the interior in preference to slaves; and, secondly, by bringing salt, cloth, and other articles to the Confluence, and such goods as are now brought up from the Delta, it would cut off almost entirely the Slave Trade to the Delta, and that portion of the coast, and would thus, at least, keep the slaves nearer their homes, in a better climate, and under more considerate masters.

I have, &c.

(Signed) WM. BALFOUR BAIKIE.

No. 60.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Nípe, Central Africa, April 10, 1862.

I BEG respectfully to represent to your Lordship the extreme kindness which I, in common with all other Englishmen of our party, have received from the King of Nípe, as well as the very friendly spirit he has displayed towards us as representatives of our country. He has paid no attention to the various reports which many of his people brought against us, and he has been superior to the prejudices of many of his countrymen regarding white men. He was strongly urged by Sita, the late King of Ilórin, to expel us from his country, but he replied that we had done him no wrong, and that we had always kept faith with him.

I have, as far as in my power, from time to time, made him such presents as my means permitted, but I feel that all has been an inadequate return for the protection he has afforded us, and the assistance he has given us in endeavouring to establish ourselves here. This year, not having anything fit for a present among the articles I received by the "Sunbeam," I have taken some expensive articles of my own, and have given them to him; but I trust your Lordship will take into consideration his good offices, and his friendship towards England—a friendship which, if prudently directed, may be of great future service to English interests along the banks of the Niger.

I have, &c.

(Signed) WM. BALFOUR BAIKIE.

No. 61.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Nípe, Central Africa, April 10, 1862.

ON the 12th instant I hope to leave this place on a hurried visit to Záriya and Káno, in Haúsa, for the following purposes, viz:—

1. To inquire into the truth of a report which has reached me regarding the existence at Káno of papers belonging to the late Dr. Vogel, and, if so, to endeavour to secure them.

2. To connect our travels along the Niger with the routes of Barth and of Vogel.

There has been great opposition here to my passing through, and it has only been after three months' daily endeavours that I have, by the friendship of the King, at length succeeded, as the people say they are afraid lest I become too great friends with the Haúsa Kings, and so do not return here to them again. My stay in this place ever since Christmas last has been very tiresome to me, but as long as I had the least chance of success I did not like to give up the attempt; and besides, if I am now allowed to travel along this road once, and I return according as I have told the King, objections will in future greatly diminish or disappear.

Between Núpe and Záriya I shall pass through the country of some wild tribes, hitherto unvisited, and unknown even by name; and I shall cross also the water-shed between the valley of the Niger and the great central basin of Sudán. At Záriya and Káno, also, I wish to inquire after various commercial articles, and prices of European goods, which may serve as a guide to future adventurers and traders.

I have, &c.

(Signed) WM. BALFOUR BAIKIE.

No. 62.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bída, Núpe, Central Africa, February 13, 1862.

FOR the information of persons interested in commerce with Central Africa, I beg to inclose to your Lordship a list of the prices which articles of English manufacture bear at present at the market at Lukója. The value I have reckoned in cowries, at the rate of 1s. 3d. per 1,000 cowries, which, it must be specially noted, is the dearest and least remunerative form of trading, as where produce is taken instead, the profits mount much higher.

The demand for English goods after the departure of Mr. Laird's steamer in September last was very great, far exceeding anything I had seen previously. Had there been goods here to the value of 5,000*l.* or 6,000*l.*, I am certain all could have been disposed of to great advantage. A good deal of ivory and of Shía butter were brought to me, which, of course, I could not purchase.

This, my Lord, is a more satisfactory and direct account of the prospects of trade here than I have yet been able to transmit, and I am convinced that the time has now arrived when a due investment of capital may yield most satisfactory results, and lay the certain foundation of a great future commerce.

I have, &c.

(Signed) WM. BALFOUR BAIKIE.

Inclosure in No. 62.

LIST of Prices which English Goods at present fetch in the Market at Lukója.

Meaning of marks:—(a) In great demand; (b) In considerable demand; (c) Not yielding much profit, but necessary for trade.

Name of Article.	Invoice price.		Value in cowries.
a Grey baft (unbleached calico), 12 yards ..	4 <i>s.</i> to 4 <i>s.</i> 6 <i>d.</i>	Per piece.	7,000 to 8,000 = 8 <i>s.</i> 9 <i>d.</i> to 10 <i>s.</i>
b White calico, unstarched, 30 yards ..	..	Per yard.	600 to 700 9 <i>d.</i> to 10½ <i>d.</i>
Madapolam, starched ..	..	"	400 to 500 6 <i>d.</i> to 7½ <i>d.</i>
b Croydon ..	..	Per piece.	12,000 to 14,000 15 <i>s.</i> to 17 <i>s.</i> 6 <i>d.</i>
b White brocade ..	..	Per yard.	700 to 800 10½ <i>d.</i> to 1 <i>s.</i>
b Muslin ..	..	Per piece.	9,000 11 <i>s.</i> 3 <i>d.</i>
Turban muslin, in small pieces ..	..	"	5,000 6 <i>s.</i> 3 <i>d.</i>
a Unbleached shirting, 12 yards ..	5 <i>s.</i>	"	8,000 10 <i>s.</i>
a Unglazed ditto (good) ..	..	"	8,000 10 <i>s.</i>
a Striped domestics, 12 yards ..	5 <i>s.</i>	"	8,000 10 <i>s.</i>
b Ticking ..	..	Per yard.	700 10½ <i>d.</i>
a Victoria robe, 12 yards ..	5 <i>s.</i>	Per piece.	10,000 12 <i>s.</i> 6 <i>d.</i>
Light gingham ..	..	"	10,000 12 <i>s.</i> 6 <i>d.</i>
White cantoons ..	..	"	9,000 11 <i>s.</i> 3 <i>d.</i>
b Striped ditto ..	8 <i>s.</i> 6 <i>d.</i>	"	11,000 13 <i>s.</i> 9 <i>d.</i>
b American twill, 12 yards ..	5 <i>s.</i>	"	10,000 12 <i>s.</i> 6 <i>d.</i>
a Romal, red and blue ..	2 <i>s.</i> 10 <i>d.</i>	"	8,000 10 <i>s.</i>
a Blue satin stripe ..	3 <i>s.</i> 6 <i>d.</i> to 4 <i>s.</i>	"	10,000 12 <i>s.</i> 6 <i>d.</i>
b Turkey red twill ..	4 <i>s.</i> 9 <i>d.</i>	"	9,000 11 <i>s.</i> 3 <i>d.</i>
b Ditto, stripe ..	7 <i>s.</i> 9 <i>d.</i>	"	12,000 to 14,000 15 <i>s.</i> to 17 <i>s.</i> 6 <i>d.</i>

CLASS B.

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Name of Article.	Invoice price.		Value in cowries.
b Turkey red chintz	8s.	Per piece.	12,000 to 14,000 = 15s. to 17s. 6d.
b Madder handkerchiefs	3s. 9d.	"	8,000 to 9,000 10s. to 11s. 3d.
b Madras ditto	6s. 6d.	"	9,000 to 10,000 11s. 3d. to 12s. 6d.
Ventapollams, fine	9s.	"	12,000 15s.
a Blue cotton bandannas	3s. 9d.	"	10,000 12s. 6d.
b Common lilac prints, 28 yards	7s. to 8s.	"	12,000 15s.
b Ditto, pink, ditto	8s. 6d.	"	13,000 16s. 3d.
Fine lilac, ditto	15s.	"	22,000 27s. 6d.
b Half mourning ditto (wide)	"	"	20,000 25s.
b Cochineal ditto	12s. to 14s.	"	20,000 25s.
Shawl pattern	12s.	"	"
b Popo Niceanee	6s.	"	12,000 15s.
Fine ditto	9s. to 10s.	"	15,000 18s. 9d.
b Cotton blankets	3s. 6d. to 7s. 6d.	Each ..	10,000 to 14,000 12s. 6d. to 17s. 6d.
St. Jago cloth	16s.	"	32,000 40s.
b Imitation native cloths (French)	4s. 6d. to 5s. 6d.	"	10,000 12s. 6d.
Ditto (large)	15s.	"	50,000 52s. 6d.
Common damask	"	Per yard ..	2,000 2s. 6d.
Red baize	"	"	"
b Red serge	"	"	"
b Cotton velvet, red, green, black, blue	"	"	"
Black velveteen	"	"	"
b Corduroy, white or black	"	"	"
Madder-red thread	2s. 6d.	Per lb. ..	4,000 5s.
Sewing-thread or cotton	"	Per reel ..	200 to 250 3d. to 3½d.
a Needles, in papers of 25 (Nos. 1-6)	"	Per paper ..	500 7½d.
a Ditto (Nos. 7-9, small)	"	"	600 9d.
c Scissors	"	Each ..	400 to 600 6d. to 9d.
c Razors, common	"	"	600 9d.
c Ditto, better	"	"	1,000 1s. 3d.
Padlocks, stout	"	"	1,600 2s.
Spear-pointed knives, 6-9 inches	"	"	600 to 1,000 9d. to 1s. 3d.
Rings, of white metal (not brass)	"	"	200 3d.
b Zinc mirrors, round	2d. to 3d.	"	600 9d.
b Looking-glasses	3d. to 4d.	"	1,000 1s.
b Tin dishes and pans	"	"	2,000 to 4,000 2s. 6d. to 5s.
b Brass ditto	"	"	2,000 to 5,000 2s. 6d. to 6s. 3d.
a Brass rods	"	"	800 1s.
b Copper	"	"	1,000 1s. 3d.
Tin pint mugs	"	"	2,000 2s. 6d.
Tin pails	"	"	2,000 to 4,000 2s. 6d. to 5s.
Iron spoons, tinned	"	"	500 7½d.
Pewter spoons	"	"	700 10½d.
Fishing-hooks, not too small	"	"	30 to 100 ¼d. to 1½d.
Combs, common	"	"	300 to 400 4½d. to 6d.
b Snuff-boxes, round tin	"	"	400 6d.
b Ditto brass	"	"	500 7½d.
b Ditto pasteboard	"	"	400 6d.
c Muskets, Tower, or long Danes	8s. to 12s. 6d.	"	10,000 to 12,000 12s. 6d. to 15s.
c Pistols, cavalry	"	"	6,000 to 7,000 7s. 6d. to 8s. 9d.
c Gunpowder, coarse	"	Per lb. ..	1,000 1s. 3d.
Gun-flints	"	Per 1,000 ..	28,000 35s.
c Sword-blades, German make	"	Each ..	2,000 to 3,000 2s. 6d. to 3s. 9d.
Cavalry sabres	"	"	8,000 to 10,000 10s. to 12s. 6d.
Matchets	"	"	2,000 2s. 6d.
b Beads, seed, oval, round, cylindrical	"	"	200 to 1,000 3d. to 1s. 3d.
b Coral (not imitation)	"	"	3,000 3s. 9d.
a Nappes	9d. to 10d.	"	1,000 to 1,200 1s. 3d. to 1s. 6d.
b Soup-plates, willow	"	"	800 to 1,000 1s to 1s. 3d.
b Dinner plates	"	"	3,000 to 4,000 3s. 9d. to 5s.
b Corner dishes, with cover	"	"	4,000 5s.
b White washing-basin	"	"	1,200 1s. 6d.
b Pint mugs	"	"	1,600 to 1,800 2s. to 2s. 3d.
Quart mugs	"	"	400 to 500 6d. to 7½d.
Common tumblers	"	"	200 3d.
Tobacco-pipes, long, with small bowl	"	"	"
a Spirits, rum	2s. 9d. to 3s.	Per gallon ..	18,000 to 24,000 22s. 6d. to 30s.
a Gin, case of 12 bottles (trade)	"	"	36,000 45s.
a Salt	"	Per lb. ..	200 3d.
a Silver	"	Per dollar ..	4,000 5s.
The following may be disposed of to less extent :			
Silk poplins	26s. to 30s.	"	40,000 50s.
Satin	"	"	"
Scarlet cloth	"	"	"
Scarlet and purple plush	"	"	"
Silk velvet. I sold a piece of Genoese velvet (red), which was bought at Lagos for 65 dollars (14l. 12s. 6d.) for what was	"	"	"

Name of Article.	Invoice-price.		Value in cowries.
considered a great bargain, 13 bags of cowries (or 16 <i>l.</i> 5 <i>s.</i>); had I been buying ivory it would have fetched 20 <i>l.</i>			
White, brilliant	..	..	16,000 = 20 <i>s.</i>
Lead, in small bars.			
Pewter, ditto.			
Large shot.			
Samfalwa, a cylindrical pale blue bead, about an inch long, very much valued.			

February 13, 1862.

WM. BALFOUR BAIKIE.

No. 63.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Núpe, Central Africa, February 13, 1862.

I BEG to forward to your Lordship, as supplementary to the list inclosed in my preceding despatch, a list of articles at present to be found at the market at Lukója, at the Confluence, which are suitable for the English market, with the average prices; also the names of a few other articles which may be obtained if inquired for.

Since we have got the river navigation opened from Núpe to the Confluence, native provisions are abundant and good, including rice, corn, yams, beans, ground-nuts, onions, &c., and were Europeans to settle at Lukója, butter, fowls, sheep, goats, and even bullocks would be brought there. Palm-oil for food, pepper, and pot-herbs are obtainable in the market at Lukója. The supplies from Gbébe and the opposite shore of the river are inferior in variety, in quantity, and in quality to those brought from Núpe, and are also much dearer, while the people are not to be depended upon.

I have, &c.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure in No. 63.

List of Articles obtainable in the Market at Lukója, suitable for the English Market, with the Average Prices.

Shía butter, from Núpe, of the best quality, 6*d.* to 1*s.* per gallon, according to the article used in the purchase. Salt is the best medium of exchange.

Shía butter, from Bása, badly made, and very inferior, 4*d.* to 5*d.* per gallon.

Palm-nut oil, from Bonú, the very best quality, very superior to that exported from Lagos, of a pale greenish-yellow colour, 6*d.* to 10*d.* per gallon.

Ivory, from Kábbi, Haúsa, Adamáwa, &c., 1*d.* to 1*s.* per lb. for "scrivelloes," 1*s.* 6*d.* to 3*s.* per lb. for teeth.

Cotton, from Bonú and Núpe, of good quality, often better than that from Yóruba, may be purchased unpicked at about $\frac{1}{2}$ *d.* per lb., or cleaned from 1*d.* to 1 $\frac{1}{2}$ *d.* per lb. This only applies to the small quantity now sold, as were a regular market to exist prices would fall very considerably.

Indigo, if sought for, will be brought from Núpe and Haúsa. Though it grows at the Confluence, the natives only use the fresh leaf.

Ground nuts may be purchased in any quantity.

Béni-seed is also to be obtained plentifully.

Red pepper is most abundant.

Red wood (not cam-wood) is plentiful.

If required, hides to any number, ostrich feathers, &c., could be brought from Haúsa.

Palm oil is only made at the Confluence for food, and is too dear to be an article of commerce; but this is immaterial, as it may be obtained in great abundance, at remunerative rates, lower down the river, in Ibo.

(Signed)

WM. BALFOUR BAIKIE.

February 13, 1862.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

(Extract.)

Bida, Nípe, Central Africa, February 20, 1862.

AS this may be among the last times that I may have the opportunity of addressing your Lordship on what I believe to be a subject important to English interests, I would beg respectfully, yet earnestly, to represent to your Lordship the value, as well as the expediency, of forming an English Settlement on the banks of the River Niger or Kwóra.

The Settlement which I would recommend would be confined to a trading-station and Consular establishment. An occupation of land as an English colony, as was proposed in 1841, would, I believe, at least at present, be most inexpedient; as it would not only involve England in expense, but would also lead to numerous quarrels with neighbouring tribes. A simple trading-settlement would avoid these evils, while should it, at any future time, be considered advisable to take possession of the place, its previous occupation by merchants and a Consul, would render the accomplishment of such a project the more easy.

The plan which I have now the honour to lay before your Lordship has many reasons to recommend it. It would secure preponderance and priority for English commerce, and would form a secure basis for English influence in Central Africa. It would give to England a commanding station in a country abounding with commercial products more valuable to England than to any other country. A permanent establishment would serve to keep in awe and check rude tribes, while it would be far from unpopular with the more friendly and better-disposed population. It would afford the missionary and the philanthropist a centre for their christianizing and civilizing endeavours. And, lastly, it would be bringing to a practical and useful conclusion the various Niger expeditions.

The present is, my Lord, as far as the Niger is concerned, a most favourable time. We have secured the friendship and good wishes of the most powerful Chiefs, and, especially since last year, there exists a strong and wide-spread feeling that white men are at length going to settle in Central Africa, and that our numerous visits are now about to take a more distinctly practical turn. The mind of the Central African races, and here I include even the savages near the coast, is of an eminently practical nature, and is in particular ready to seize on and understand any plan for trade. Ground has been secured and occupied; the foundation of a market laid; the navigation of the river from the Confluence upwards opened; and nothing further is required but your Lordship's sanction and instructions.

For all practical purposes a Consul with magisterial powers or, perhaps, some political function, would be here quite independent of any native jurisdiction. All around him would be considered under his sway and rule; and he would have, in fact, all the powers of a Governor; and thus the Settlement, as I propose it, would have all the advantages of a colony without its responsibilities and expenses. Were our present temporary establishment at the Confluence to be given up, even for a few months, those who came after us would not be considered our successors, but as the commencers of something new, which would involve much fresh labour and trouble and expense.

I have thus far written as if the Confluence were to be considered the most advisable spot for such an establishment, and such it no doubt is. Its position is the most central; it commands the water-highway, and it possesses communication by land, and is easily reached from the sea; it is the point of meeting of many roads from the interior; it already is a market-place; it is, as our two years' stay abundantly shows, sufficiently healthy; there is a large extent of unoccupied fertile ground, and, above all, it is already, *de facto*, in our hands.

Were I in England, I believe I could, in the course of a few minutes, show the expediency and soundness of the views I am now endeavouring to advocate, more effectually than were I to write for six months; but, though my stay here has been so prolonged, I am living on in hopes that your Lordship will send some one out to succeed me, and to represent England here, and whom I could personally introduce to the Chiefs here as your Lordship's representative. The labour and toil we have undergone has been very great, and I earnestly hope no one after us will have to go through the like, or to experience our anxieties or privations.

The nation which first effects a settlement here will be the one which will have all the prestige of priority, and be looked up to by the natives; and the people who first secure a position at the Confluence will command the navigation of the Niger, and the highway into the heart of the African continent. Were a beginning but once made, there

is nothing which English enterprise and capital may not effect, as they have so often done in much more unpromising and unfruitful regions.

In conclusion, I would merely beg to urge what your Lordship, in common with every Englishman no doubt feels, that after all the treasure and labour expended, and all the lives lost in exploring and opening up this noble river, now that the goal is within our reach, it would be a source of endless regret were some other nation to step in and rob England of the prize she has so long and so earnestly contended for.

No. 65.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

(Extract.)

Bída, Núpe, Central Africa, February 26, 1862.

I FEEL it to be my duty again, respectfully, to request your Lordship to call the attention of those in England interested in the supply of cotton, to the peculiar eligibility of this portion of Central Africa as a future cotton-field. Here there are no adverse interests, no speculative political parties to interfere with our wishes, no monopolists nor capitalists to raise prices. Three-fourths of the labouring population, whether free or slave, are at liberty to have their own farms, and to sell the bulk of their own crops. Thus, though the small farmer may himself be a slave, the larger his crops the larger his profits, and in working hard he is not labouring by mere task, or simply for the benefit of his master, but for his own immediate behoof; and thus, though a large part of the population of Bonú and of Núpe are slaves, the labour on the small farms is not strictly "slave-labour."

It is from these small farms that most of the cotton comes to the market, and it is these small farmers whom any demand would stimulate. In Yóruba, more is produced by large traders, and there it has caused an increased demand and price for slaves; but here it would have, if anything, an opposite result, as it would enable many of the present serf population to effect their freedom.

I have, in a former despatch, shown how superior Sudán is as a field for cotton to the regions explored by Dr. Livingstone, alike from the greater proximity and superior navigability of the Niger to the Zambézi, as well as that here cotton is already in abundance, and cultivated by a people able and willing to work, and accustomed to its habits and rearing. Nothing further is required but increased demand, and means of purchase, cleaning, and shipping; the rest would speedily follow.

No. 66.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bída, Núpe, Central Africa, February 26, 1862.

FOR the information of persons interested in the ivory trade with Central Africa, I beg to forward to your Lordship the following information:—

When I left Lukója (the Confluence) in December last, there were there, and in the neighbouring towns, from twenty-five to thirty large teeth, besides "scrivelloes," waiting to be sold to traders from Iddá for salt, powder, rum, &c.

During my canoe-voyage from Lukója to Núpe, I met with several trading-canoes bound downwards for the Confluence, and among their cargoes was a considerable amount of ivory. At the town of Egan, I was informed by a man, himself a holder of ivory, that there were at that time upwards of seventy teeth, averaging, from his description, from 40 lbs. to 50 lbs. each, and which might all have been purchased on the spot for about 2s. per lb. Subsequently, on the land part of my journey to Bída, I met upwards of twenty good teeth, on their way to the river-side for shipment.

This, my Lord, is but the every-day state of matters, and what I saw during an eight days' journey; and were a trading factory established at Lukója, three-fourths of the ivory now brought from Haúsa would be carried there, and disposed of mostly for cowries, salt, finer cloths, velvet, silks, and coral.

In this town, at present, there is a considerable amount of ivory in the market, both large and small, and, owing to the road by Ilórin to Lagos being still unsafe, at very moderate prices.

The bulk of the ivory here is from Adamáwa, which the traders bring by way of Baútshi to Záriya, from which town a certain amount is taken to Káno, for the caravans

returning across the desert, and the rest is mostly brought here, whence again the greater part finds its way to the Confluence, and the remainder is carried to Ilórin. A little ivory comes also from the westward, from Zabírma and Gúrma, but of this, perhaps two-thirds is taken to Ilórin.

I have, &c.
(Signed) WM. BALFOUR BAIKIE.

No. 67.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Núpe, Central Africa, March 5, 1862.

I WAS this morning witness of what is, for this country, a very interesting process, namely, the making of glass rings and armlets by natives of this country. Núpe people are famous throughout Sudán as skilful artisans, in which respect they far exceed the Yórubans, and are on a par with the Haúsa. The making of articles of glass, however, is peculiar to Núpe.

For this purpose all kinds of broken glass, broken looking-glasses, glass beads, &c., are purchased, a large proportion of the latter being brought from Káno, from the caravans from Tripoli, and the trade in these circulates a considerable amount of money.

To describe the process briefly:—a fire of dry wood is made in a conical furnace of clay, which is built 18 to 20 inches in height, and open only on the top. The fire is kept in full play by a kind of double bellows, very simple but effectual, which, being worked alternately, keep up a continuous supply of air, and thus a uniform heat is maintained, and all the smoke is consumed. A small piece of glass is then held in the hottest part of the flame until it becomes sufficiently heated and soft to adhere to the point of a rod; and when it is thus semi-melted and sticky, the rod is plunged into the remaining glass, and what is taken up is again heated until the whole forms a uniform, softened mass, and this process is repeated until all is taken up and becomes a tenacious, ductile body. One end is then seized with a pair of tongs, and it is drawn out into a long ropy-looking piece, when it is suddenly cooled and rendered brittle by being plunged into cold water.

The pieces are again taken up and heated until of a sufficient consistence for working, when rings are formed by drawing out a small piece with the tongs, curving it, and joining the two extremities before withdrawal from the fire, when the ring is detached by a smart tap on the rod, and annealed by being buried in warm ashes.

The larger armlets are similarly made, except that the mass re-heated is larger, and instead of its being rounded by the tongs, a discous form is given to it by the aid of a large flat knife and a whirling motion; it is then enlarged by being detached from adhesion to the point of the rod, while a rapid rotatory movement enlarges the ring by centrifugal force, preserving the circular form till the diameter is sufficiently large, and the circumference is reduced in thickness.

This art was brought to Núpe, as the head man told me, by his ancestors about three generations back, and has remained strictly in the hands of his family, though now the workmen are all Núpe. It is simply a rude form of working in glass, but the acquaintance with details, and with the properties of heated glass, is far in advance of anything of the kind I have witnessed in this country.

This working in glass occupies, daily, directly some fifty or sixty people, and indirectly, as an article of trade, gives employment to many hundreds, the rings and armlets being in great demand throughout Haúsa. Armlets are worn by men in Núpe as well as by women, but while men wear generally a single large one above the elbow, women wear a pair of rather smaller ones, one above each wrist, or, according to Haúsa fashion, three or four very small ones above the elbows. Men prefer black or green, while women use more red, blue, or white. Ear-ornaments of the form of a short truncated cone are also made of this glass, and in Núpe used in preference to ear-rings.

Of late they have begun to make an inferior sort of opaque glass, by melting coarse porcelain beads, sand, and trona, or sub-carbonate of soda. It is very brittle.

The Núpe people are also good blacksmiths, and fair workers in brass and copper.

I have, &c.
(Signed) WM. BALFOUR BAIKIE.

No. 68

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Núpe, Central Africa, March 8, 1862.

I BEG most respectfully to represent to your Lordship, that, if required, a considerable amount of indigo can be obtained from this country, indigo-plants being found everywhere, and in Núpe and Háusa being regularly grown as a crop. It is sown in March or April, and the leaves are gathered from September to December. A great part is used fresh, that is to say, the new leaves are allowed to ferment in the dye-pits, and the product is employed just as formed in the fluid. But in Núpe, and more especially in Háusa, the method of preparing and separating indigo is understood and practised, always by fermentation of fresh stems and leaves. That from Káno, which has a faint purplish tint, is here liked the best, and I have purchased lumps weighing about 2 ounces for about the value of 1*d.*, or about 8*d.* per lb. This is, however, only to be considered as a retail price, and I think indigo could be obtained at about 6*d.* per lb., or even less. Indigo, bought in the Niger by the late Mr. Beecroft, fetched in England in small quantity a fair price, and from what I have heard his samples were but of medium quality.

Two species at least are used in the production of indigo: one, with a larger leaf, is found chiefly in Yóruba and the damper countries; the other, which is universal throughout Núpe and Háusa, has a smaller leaf. Specimens of each were sent to the Museum at Kew by the late Mr. Barter.

The seasons of Central Africa being subject to comparatively little variation, render the annual crop of indigo very certain.

I have, &c.

(Signed) WM. BALFOUR BAIKIE.

No. 69.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Núpe, Central Africa, March 22, 1862.

I BEG respectfully to lay before your Lordship the following remarks on the demand for English salt in the countries along the lower part of the Niger.

From the sea up to the Confluence, a distance of more than 200 miles, the various countries along the Niger have no other supply of salt but what is received by them from palm-oil vessels. Above the Confluence other kinds of salt compete with this in the markets; but in consequence of the advantages of water carriage, a very considerable quantity of English salt has, since last year, been bought at the Confluence, and carried up by canoes to Núpe, and overland in Yóruba as far as Ilórin. At present a large part of Núpe is supplied only with this salt; when I was in this town in April and May 1860, when canoes could not pass up the river, salt was very scarce and dear, a bag of English salt containing about 40 lbs. weight selling for 24,000 cowries, or upwards of 30*s.* sterling. By our success in opening the navigation of the Kwóra last year, the demand and the supply have both greatly increased, while the price of a bag of salt of 38 to 40 lbs. weight at this place at present does not exceed 8,000 to 9,000 cowries, or about 10*s.* to 12*s.*

Of the quantity of salt brought annually to the mouths of the Niger, I have no means of judging, but it must be very considerable; only a fractional part of this reaches the Confluence, yet at that place since the departure of the "Sunbeam" in September last, I reckon that about 2,000 bags of salt or upwards, or nearly 40 tons weight, have changed hands, and this merely as a commencement of a native trade. Had an English factory been in existence, I am satisfied that during the last six months 100 tons of salt might have been disposed of at highly remunerative rates.

The late Mr. Laird charged for his salt at the Confluence originally 1*d.* per lb., or upwards of 9*l.* per ton, but last season the price was raised to 2*d.* per lb., at which rate I had to purchase salt for our use, being nearly 19*l.* per ton for an article which costs in England 8*s.* to 9*s.* per ton. Yet at this rate any quantity may be disposed of, and the usual average of native prices at the Confluence is about 3*d.* per lb., paid in cowries; were produce, as ivory, Shía butter, or nut-oil purchased with it, salt would realize nearly 4*d.* per lb., certainly a high rate of remuneration.

I have, &c.

(Signed) WM. BALFOUR BAIKIE.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Núpe, Central Africa, March 22, 1862.

BESIDES the supply of salt brought from Bilma, on the borders of the Great Desert, a considerable supply is obtained in Sudán from another source, namely, from the surface of moist meadow lands and swamps, or, as they called in Haúsa, “fáddáma.” The soil being strongly impregnated with salt, the water which collects during the rainy season becomes saturated with it, and when this evaporates during the dry season salt is left abundantly on and near the surface of the ground. This occurs in the north-west, in Kábbi, in, at least, three places, namely, Ráha and Búnza, near Gwándu, and Fógo, towards Sáí, which latter supplies the whole caravan-road to Gónja. But a fully larger quantity is obtained from alluvial swampy land along the north bank of the River Bínuwē, from Keyána, in Dóma, to Bomándá, in Hárnarúwa. Of these latter places, the salt from Awayé, in Baútshi, is the most esteemed. From these localities it is carried to Adamáwa and Korórofa, where it forms a great medium of exchange, to Láfiya, Béríbéri, Káffi-Abdezánga, and Tóto, to Núpe, to Ilórin, to Záriya, and even to Káno. It is made up into loads, shaped something like a ham, which are called “gbaúra.” It is, as far as I have seen it, of a dark grey or brownish-grey colour, and in small crystals. It is very well tasted, and is free from bitterness.

Another source of saline matter is from the ashes of one or more species of grass which grows abundantly in swampy places, and are found in Kábbi, in Núpe, in Baútshi, at Bomándá, and also in Korórofa, Adamáwa, and some other places. The grass is burnt, the ashes are mixed with water, which dissolves the saline matter, and being evaporated by boiling, the salt is left. It is tolerably white, in very small crystals, but is not very pleasant, nor in much request, and it is only used on account of its cheapness, or in places where no other salt is obtainable. It is called “zakánko” by the Haúsa, and “lígama” by the Núpe.

Besides these, in places where salt rarely reaches, or is very dear, saline matter is obtained by simply adding wood-ashes to food while cooking, and in some countries, as in Gbárí, this is much employed. I have frequently myself when either salt was scarce, or when its price exceeded my means, had recourse to wood-ashes, and, after a little use, if not in excess, they are not disagreeable, and they remove insipidity from vegetable food. Without ashes, indeed, many sorts of green herbs remain hard, even after long boiling.

Of the salt of Bilma, or, as it is called in Haúsa, “Bálma,” of “gálló,” or the salt of Timbúktu, and of the surface salt of Fógo or Fógbo, in Kábbi, accounts from personal observation have been published by Dr. Barth in his volumes of travels.

From the western part of Adamáwa to Dóma, the River Bínuwē flows through a wide tract of level valley land, only here and there occasionally interrupted by small hills or erupted rocks, and it is in this alluvial soil, but on its north or right bank, that salt is found in Dóma, Baútshi, and Hámarúwa. Though level land extends on the south side to a day's journey behind Wukári, no salt seems to have been found there. Barth says that at Bomándá there is “no valley formation;” but, in 1854, when we passed along the river within a few miles of it, we saw nothing near it but swampy alluvial ground, the whole surface being so covered with water that, if necessary, we might have taken the steamer there. Being the wet season, we had then no means of personally judging; but I have been informed by traders who know Bomándá well, that salt is as plentiful in the alluvial soil at that place as at Awayé or Kéyana.

I inclose a list of the principal places where this surface salt is obtained.

I have, &c.

(Signed)

WM. BALFOUR BAIKIE.

Inclosure in No. 70.

List of Places in the Neighbourhood of which Surface-salt is found.

Ráha, near Gwándu, in Kábbi.
 Búnza, near Gwándu, in Kábbi.
 Fógo, westwards, in Kábbi.
 Kéyana, in Dóma.
 Kudúfu, west of Kéyana, in Dóma.
 Gíza, south-west of Kéyana, in Dóma.

Awaye, east-south-east of Láfiya Béribéri, in Baútshi.
 Azáia, east of Awaye, in Baútshi.
 Ribí, between Kóro and Awaye, in Baútshi.
 Kánje, south of Awaye, in Baútshi.
 Doíya, north of Awaye, in Baútshi.
 Góttó Lému, west of Awaye, in Baútshi.
 Agwatáshi, north-west of Doíya, in Baútshi.
 Wásai, eastwards, in Baútshi.
 Akiri, east of Wásai, in Baútshi.
 Akáta, south of Wásai, in Baútshi.
 Bománda, in Hámarúwa.

(Signed)

WM. BALFOUR BAIKIE.

No. 71.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Núpe, Central Africa, March 22, 1862.

ALTHOUGH hitherto wax has not been an article of trade in the Niger, it can, if inquired for, be largely obtained. Honey is abundant in most of the neighbouring countries, and in two especially, Dávovo and Kattáb, not many days' journey from the Confluence, honey is a very important article of trade, constituting the chief means of living of the inhabitants. In the two countries which I have named, in all the villages the natives insert large earthen pots in the clay walls of houses, with the mouths outwards, which answer the purposes of hives, and from these places most of Sudán is supplied with honey.

Honey is by no means scarce at Lukója, at the Confluence, but there the supply is merely from what is found in trees in the neighbouring woods and forests.

The honey of Africa is inferior to that of Europe in flavour and in quality. It is much darker, more fluid, and with less tendency to crystallize, more resembling a brown syrup, but it is nearly the only substitute for sugar in these countries, and as such often becomes a luxury.

Having never purchased wax except in small pieces for specimens or for immediate use, I can hardly give any opinion as to the probable price, but I should fancy it would vary from about 3*d.* to 5*d.* per lb. What I have prepared myself seemed of fair quality, as good as specimens I have seen from the Gambia.

I have, &c.

(Signed)

WM. BALFOUR BAIKIE.

No. 72.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Núpe, Central Africa, March 25, 1862.

MY attention has been directed by an article in the "Daily News" for the 29th of January, 1861, to what seems to be a very prevalent though erroneous belief among those in England who are desirous of increasing the supply of cotton from Africa. They appear to think that to secure the requisite labour, an immigration into Africa of free negroes is necessary, and an opinion from Liberia to that effect is noticed in the newspaper.

However requisite this may be at Liberia, or at other places on the coast line, surrounded by barbarous tribes little used to regular labour, it is, as far as regards the interior of Sudán and the countries on the Niger, completely uncalled-for. Here we have already many of the requisites for a supply of cotton—a productive soil, a labouring population, and the abundant existence of the cotton plant; all that are wanting are a stimulus, capital, and machinery. Indeed, I should regard an immigration of free negroes into the regions of Sudán, at least to any extent at present, as an evil rather than an advantage. The free negroes would differ from the inhabitants in feelings, habit, language; they would not amalgamate, but rather be antagonistic, or, if they did at all unite, it would most probably be by the degeneration of the immigrants rather than by the improvement of the natives. I have seen enough to convince me that while the native negroes will listen to any suggestion or obey any orders from a white man, they will not suffer the least superiority to be claimed by those who are of the same colour and race as themselves. Such an influx, too, of strangers, would certainly excite the jealousy and fear of

many Kings and Chiefs, who would, however, be glad to see a settlement of white men near them.

That Africa will, ere many years, yield Manchester a very large supply of cotton I am fully convinced, and I am equally sure that the great bulk of it will be obtained from the countries on the Niger, and my anxiety is that this traffic and this great high-road should be secured for England. And whatever may happen hereafter, I am certain that the commencement of commerce and of improvement here must be by the immediate agency of white men.

When I came here in 1857 my idea was that Africa must be advanced by Africans themselves, but experience has since led me to modify this opinion, and to believe that, though Africans may be active agents in this, it must be mainly from among those in Africa at present, and not from free immigrants, who, having learned other habits in other climes, are less able to re-adapt themselves to their parent country than white men are; and further, that no real progress will be made except under direct European superintendence.

A comparatively small sum, judiciously expended, would give cotton-growing here a sufficient impetus, not by a distribution of medals and rewards among a people by whom such things are neither valued nor understood, but by a show of trade and an offer of suitable goods for immediate purchase and exchange.

I have, &c.
(Signed) WM. BALFOUR BAIKIE.

No. 73.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Nùpe, Central Africa, April 9, 1862.

I HAVE this day had an interview with the King of Nùpe concerning the prospect of renewed trade at Lukója at the Confluence, when he stated to me that he at first gave us the ground there in consequence of the representations I made to him, in accordance with my instructions, of the anxious desire of Her Majesty's Government to see legitimate trade established along the banks of the Niger. He further stated, that he would rather that his people looked to us for supplies of such articles as they needed, than that they should be at the mercy of the countries between Nùpe and the sea, and which articles would be paid for in Shía butter, ivory, cotton, &c., as he knew we were opposed to dealing in slaves. He asked me particularly whether our ships would return, to which I could only reply that I would report all his words to your Lordship, and that I trusted some arrangement would be arrived at. He concluded by stating that were either a ship or people to come from England again, he and his people would feel unwilling to receive them unless they saw me with them, as they were accustomed to me and trusted me.

I trust, my Lord, that I may not be considered as placing any undue importance on my stay here, but I cannot but be aware that I have acquired a certain amount of personal influence here, that my word is trusted, and that I am looked on as the representative of white men; and it is on this account that I have requested your Lordship, in the event of an establishment being determined upon here, to send some one out to meet me here whom I can introduce as my successor. As long as I enjoy average health, and possess your Lordship's confidence, I need not assure your Lordship that, although my stay here has been much prolonged, I should be content to remain as long as I can be of any service in carrying out your Lordship's wishes and purposes.

I have, &c.
(Signed) WM. BALFOUR BAIKIE.

No. 74.

Dr. Baikie, R.N., to Lord J. Russell.—(Received August 11.)

My Lord,

Bida, Nùpe, Central Africa, April 9, 1862.

AS owing to my long stay in Central Africa I feel climate and privations somewhat telling on me, making my return to England more doubtful, I beg respectfully to inclose

to your Lordship a few simple rules which I have found useful in dealing with the various natives, or in contending against the climate, as I am desirous that my experience in these matters may be of benefit to any who, after me, may visit these regions.

I have, &c.

(Signed) WM. BALFOUR BAIKIE.

Inclosure 1 in No. 74.

General Rules for dealing with the Natives along the River Niger.

1. ALWAYS strictly keep faith and promise.
2. Except for some definite purpose, avoid interference with native concerns.
3. Learn, as fully as possible, all native customs, etiquette, politics, &c., but as quietly and unobtrusively as possible.
4. Learn a leading language, as the Haúsa or Núpe.
5. Do not be too intensely European, either in habits or in outward appearance.
6. Try to show a real moral superiority over the natives; never betray the least feeling of fear; exhibit to them ordinary articles which are beyond their mechanical skill; keep up your own position, and never relax discipline among your own people.
7. Never allow either a theft or an insult to pass unnoticed, but insist on an apology or reparation; an insult is the more necessary to be followed up, especially if given by any great man.
8. Learn and study the characters of the principal Chiefs, &c., of your district or region, and approach them accordingly. Make their friendship, but, except when necessary, never excite the envy or jealousy of one against the other, on your account.
9. Always keep good friends with some powerful Chief; and, in a town, try to have two influential friends, whom you may play one against the other.
10. Study the characters of all your intimates and acquaintances, that you may know how, if required, to use them most suitably.
11. In trading matters, be patient; all our ideas of quick dealing are unknown here.
12. Do not be too much shocked at the numerous untruths daily told, especially in trading.
13. Avoid commencing religious discussions, especially with Moslemen; but if religious topics are introduced in the course of conversation, express your opinions firmly, but temperately, avoiding all intolerance and bigotry. With Moslemen, give them and their Prophet due credit for what is good in their creed and in their practice, and, in pointing out what we consider the superior excellence of Christianity, do so temperately but fully. Intolerance of opinion, or of words, are nowhere more injurious than in controversy with Mohammedans.
14. Never give any countenance to any form of heathen worship. The African is not like the Hindú; he seems to be fully aware that the religion of white men is superior to his. If obliged, always give preference to a Mohammedan, as the worshipper of God, to an idolater. Against anything like human sacrifice always remonstrate openly and firmly.
15. Never pay any undue or excessive respect to the heathen Chiefs or Kings below the Confluence; treat them with ordinary courtesy—nothing more, and especially pay no heed to their degrading ceremonies. With the Kings of Núpe and of Haúsa, again, be more particular; in the first place, they do not expect the cringing and prostrations practised in Yóruba, Ibo, and Igára; and, in the second place, their superior intelligence, civilization, position, and influence, entitle them to a much larger share of respect and of deference.
16. As far as possible keep your temper and study patience.

(Signed) WM. BALFOUR BAIKIE.

Inclosure 2 in No. 74.

General Rules for Health.

1. AT first do not change suddenly from European to native food.
2. Sleep under cover, and, if requisite, under a mosquito curtain, which not only keeps out small insects, but is also in miasmatic places a partial protection.
3. Do not be afraid of the sun, but try to get gradually accustomed to it.
4. Avoid unnecessary exposure to wet, and do not sit in wet clothes.
5. Take regular daily out-of-door exercise.
6. Avoid the plan recommended by some missionaries in Yóruba of too closely shutting up houses at night ; a certain admission even of miasma is less hurtful than a close heated atmosphere, laden with nitrogen and carbonic acid.
7. After a time begin to use native food, and native cooked food, being moderate with fatty and oily matters, and let the diet be more vegetable than animal.
8. In cold or damp places some warm drink should be taken early in the morning, before sunrise, as tea, coffee, or chocolate, or in their absence, as I have long practised, some warm water-gruel.
9. In travelling, the head should be well guarded against the sun, either by a large straw hat or by a turban worn over a cap ; an umbrella is a useless incumbrance.
10. Attack the first symptoms of sickness ; fever, which is invariably remittent, and non-infectious, will always yield to the proper use of quinine ; dysentery is a much more dangerous complaint ; and no attack of diarrhæa, however slight, should be left unattended to.
11. Avoid the use of alcoholic drinks, whether native or European ; nine people out of ten can do without them altogether, and those nine will preserve their health longer and better than the tenth, and if attacked with sickness will have it less severely. The use of wine and spirits in a tropical climate does more harm than good, and their abuse kills numbers yearly.

(Signed)

WM. BALFOUR BAIKIE.

BRAZIL.

No. 75.

Mr. Baillie to Earl Russell.—(Received January 2, 1862.)

My Lord,

Rio de Janeiro, December 6, 1861.

I HAVE the honour to inclose an article, with a translation by Mr. Morgan, which has lately appeared in the "Correio Mercantil," one of the principal Rio newspapers, on the condition and prospects of the Africans emancipated by the Mixed Commission of Rio de Janeiro, arising out of the policy pursued by the Brazilian Government in dealing with this portion of the black population.

The writer begins by pointing out that the original law which provided the re-exportation of these free blacks has, upon one pretext or another, been entirely disregarded; and he then goes on to show that, owing to want of good faith, insufficiency of the measures passed for their protection, and neglect of those whose office it was to have them carried out, these blacks have been gradually reduced to a condition little, if any, better than slavery itself.

The statements in the above article seem to be quite in harmony with the correspondence which has at various times taken place between Her Majesty's Government and this Legation, and show that the insincerity and want of good faith exhibited by the Brazilian Government in dealing with the question has not altogether escaped notice even in this country.

The illegality of the practice of farming out the services of these so-called emancipated Africans to private individuals appears to have been admitted by Senhor Limpo d'Abreu, the Minister for Foreign Affairs in 1853, as contrary to the spirit of the Law of 1850; but notwithstanding this, another law appears to have been passed in 1853 not to abolish the illegal practice, but simply to restrict the period of service to fourteen years. The result of this system, and of its formal sanction by the law above alluded to, is well known to every one at all acquainted with Brazil, namely, that numbers of these Africans have been, and are still being fraudulently consigned over to hopeless and irretrievable slavery.

The conduct of the Government in conniving at such a state of things will, perhaps, be less wondered at when it is remembered that members of the Cabinet are frequently personally interested in preventing any change in this respect. For instance, I am informed that the head of the present Administration, the Marquis of Caxias, has not less than 23 or 24 free blacks in his service, and the same may be said of many other Brazilians distinguished by their position and influence in this country.

As far as my observations go, I have been unable to discern any desire or tendency towards the abolition of slavery in Brazil, or even the mitigation of its principal evils. The internal Slave Trade is carried on as much as ever; and will, probably, progress with the increasing demand for coffee, for the cultivation of which blacks are continually imported from the Northern Provinces. The so-called emancipated blacks are constantly transferred against their will from one part of the Empire to another, often under circumstances of great hardship, and to be engaged in the severest labour on their arrival.

A considerable number have lately been sent to Pará; and I am informed that all the Africans about whom Mr. Christie was in correspondence last year with Senhor Sinimbú, and from whom he obtained favourable assurances after the breaking up of the Ypanema iron foundry, were, nevertheless, all sent, either by land or by water, to the distant Province of Matto Grosso.

The external Slave Trade has undoubtedly ceased. There has been, I believe, no attempt to land slaves on the shores of Brazil for several years, and it is frequently said that a renewal of the Traffic is impossible. This may turn out to be quite true; but how far the impossibility arises from any real aversion to slavery or sense of its moral wrong, or

of the debasing influence it exercises wherever instituted, is quite another question, and I much fear that the feeling of a very large class in Brazil is rather a sullen acquiescence in a state of things which, owing to external pressure and public opinion, and other causes, cannot be helped, than from any conviction of the evils of the old system of negro importation.

I have, &c.
(Signed) EVAN W. H. BAILLIE.

Inclosure in No. 75.

Extracts from the "Correio Mercantil" of November 8 and 9, 1861.

(Translation.)

I SHOWED in a preceding letter that the Law of the 7th of November, 1831, and the Decree of the 12th of April, 1832, established the principle of the re-exportation of the African. I presume that I have proved that in not complying with that promise the Government injured the right of the ill-treated Africans; that it removed from the transgressors, that, is from the slave dealers, the responsibility of their misdeeds; that it contributed towards increasing the demand for slave labour, and therefore fomented, though indirectly, the horrible Slave Trade.

Let us therefore see what pretext the Executive power availed itself of for that purpose, and what steps it took for carrying it out.

The Aviso (Order) of the 29th of October, 1834, opened the march, and it is the first of the series which I am going to unroll. In it the Government still evinced a degree of modesty; it began by expounding the reason why it did not comply with the re-exportation ordered by the Law. The Administration, in entering into that labyrinth of inconsistencies and favours to egotism, never could protect the rights of the Africans; notwithstanding the foresight of the instructions issued by the Government, they never could, from their own nature, have been fully complied with.

This illegal "Aviso" says, at the beginning of the Preamble, that the Regency "seeing that the Legislative body had not published the measure which the Government had asked for, relative to the re-exportation of the captured African, seeing the increase of the expense with those deposited in the House of Correction, and from other considerations, such as the better treatment and civilization of the Africans; the same Regency orders the Judge of the Orphans, in conjunction with the Chief of Police, to dispose at auction of the services of those individuals."

So far a valid pretext is invoked—the treatment and civilization of the Africans. From another "Aviso," however, we shall gather the nature and value of those promised favours; they are the same as those which served as an excuse, here and in other colonies, for the barbarities perpetrated against the Indians (aborigines).

The instructions which accompanied the "Aviso" comprised a system of precaution which revealed the tortuosity of the means to which the Government had recourse, and which we therefore record. Its first paragraph only permits the hiring out of the services to persons residing in the municipality of the capital.

If in this municipality it would be difficult to prevent the highest bidders from reducing the free African to slavery, as has often happened, what could possibly come to pass in the interior, on the plantations, where the same African is confounded with slaves of the same colour, races, origin, dialect, and habits; but we shall see that this same prudent reserve was shortly afterwards laid aside. It is what we say, the Government, placed on the top of the declivity, allowed itself gradually to descend from the very weight of its logic.

The first paragraph, however, immediately adds in its second clause, that the bidders are to subject themselves to deliver up the said Africans whenever the General Assembly should decide upon their lots, or the Government should have to re-export them. A vain promise! a vain hope!

Meanwhile, the 3rd clause establishes the education of the children who accompany the women.

But the provision of the greatest importance is that of the 4th clause. It says, that upon the decease of any of those Africans the person whom they were serving is obliged to give immediate information of such death to the respective Judge of the Peace for the inspection of the body, and to the Curator, who is to be present at the inquest; and it provides that, with the record of the same, the name of the deceased is to be expunged from the register of the inscription of Africans at the House of Correction. This last provision is the same as that which was ordained by the regulations of that House in regard to the individuals therein existing.

I do not require to draw your attention to the provisions still in force. Although the sale at auction was improper and illegal, of the services, or, as is usually said, of the distribution of the Africans, if permitted, it ought to have prevented the eventuality of any one of them being converted into slavery by the allegation, as we have sometimes seen, of his having died; and notwithstanding these guarantees, how many have been reduced to perpetual slavery, thanks to the negligence and benevolence of the Justices of the Peace and of the Curators! But what can we do? This is the natural result of that absurd measure.

And as this weighed on the minds of the Government, the Africans were subsequently told, at the act of being delivered up by the Judge, that they were free and were going to earn wages, to compensate the expenses of their maintenance, and to help their re-exportation, and that their wages would be deposited in the coffers of the Orphans' Court. And the 2nd paragraph of the same "Aviso" orders a small tin case to be given to the African who is hired out, which is to be hung to his neck, containing a declaration that he is free, with his signs, age, and other circumstances.

If words were acts, and promises were easily realized, we should have no apprehensions for the future of the miserable beings in question; but, unhappily, this overabundance of provisions and details fully shows what confidence the Government reposed in the respecting of its word, and the fear of seeing the expedient which it decreed being converted into a criminal speculation, that decree being expressly contrary to law.

If it could not be apprehended that such abuse would occur in the municipality of the capital, to which the measure of the above-quoted "Aviso" of the 12th of April restricted itself, and which was not to be expected from the enlargement of the circle of the bidders, out of 100 free Africans, who crossed the mountains to serve planters, it was probable that 99 would die in perpetual captivity, which they would bequeath to their children.

Well, this appeared to the Government a subject of little weight. The "Aviso" of the 19th November, 1835, extending the previous measure, declared that the services of the Africans would be sold at auction by the Judges of Orphans, to be rendered within the municipalities of all the capitals.

The "Aviso" still goes further; it adds, that the persons pretending to those services (out of the municipalities, that is, in any part of the Empire) ought to recur for permission to the Government, or to the Presidents of the Provinces.

The iniquitous work is consummated. Henceforward, as regards the Government, on the one hand, it captures some bozal (uncivilized) Africans, and, on the other, it cedes them as labourers to individuals, who go on converting them to slavery. This inconsistency could not but become evident, and perhaps it greatly influenced the weakening of the activity of the Government in the repression of Slave Trade.

This being done, what does it signify that the "Aviso," in its 9th paragraph, promises that the product of the sale should be applied to the expenses of the re-exportation for the benefit of the Africans? That the "Aviso" of the 7th of March had created a special coffer, with a treasurer and clerk, to collect the moneys produced by the sales at auction? That the wages should afterwards be deposited in the respective Collector's office?

It is perfectly evident that all these were mere formalities. No account has ever been rendered of these deposits, nor, with these means, has any commencement been made of the re-exportation of those Africans who might choose to return.

So clear was this formality, that from the Law Budget of the 21st of October, 1843, until the present, those wages, &c., began to be classified amongst the items of the ordinary income of the State.

In the next letter we shall see that in the same manner that the first promise was broken, the second was also disregarded, relative to the term within which the obligation would cease of the servitude of the African to the State, or to private individuals.

Dispose your benevolent attention. It is a curious subject matter, and it is worth while to peruse the monuments of the past, in order to meet, amidst its ruins, with a clue to the present iniquity.

It may, perhaps, be thought that it is very inconvenient to treat of such a subject.

Let the readers of the "Correio Mercantil," however, make themselves easy; we shall not be imprudent. There is no intention to raise a propaganda against acquired rights, against property, against public order. Our intuition is not of an ardent and provocative philanthropy.

Our only aim is that of drawing the attention of the Government towards the carrying into effect of the last guarantee left to the African, which is that of emancipation after having served the term by law prescribed.

This is the final consequence which we pretend to accomplish.

In continuation of the examination of the right which regulates the lot of the free Africans, I have above shown that, their re-exportation not having been effected, a commencement took place to their distribution amongst private individuals, first of all in the municipality of the capital, and subsequently throughout the Empire.

The consequences of such a measure were easily to have been foreseen. The Criminal Code, in its 179th Article, described and punished the crime of reducing free men to slavery. But how could this provision be efficacious when the commission of the crime was being facilitated, in permitting a slave-owner to mix these with the Africans whose services he had bought? It is well known the instances are very rare in which any African thus distributed has regained his liberty. A measure contained in the "Aviso" of the 15th of September, 1836, fully reveals that the Government already felt, within two years, the possibility, if not the reality, of the abuses to which we refer. It is therein ordered that on the decease of any one of those to whom Africans have been distributed, his heirs are immediately to communicate his death, in order that it might be considered if it should be proper to withdraw the African from them; but, in fact, it happened that the death was concealed, and it became difficult to ascertain, from such concealment, what Africans remained with the heirs.

When any poor victim of the Slave Trade escaped from perpetual slavery, he could not always avoid the barbarous treatment and cruelties inflicted on him, as if he were a slave; and this information is derived from the same "Aviso" of the 15th of September, above quoted.

The said "Aviso" reveals, in textual words, that some of the holders were going to deliver to the House of Correction Africans whom they did not choose to retain when attacked by incurable diseases, of which they would soon die, and which they had acquired either casually or in consequence of being over-worked, and even of rigorous chastisement.

It might be said that we are making a purely fantastical narrative, that we advance impassioned judgments unauthorized by history, against the morality of some of the hirers of free Africans. Some, at least, there may be who think that we exaggerate, who deny the barbarities and crimes resulting from the distribution of those individuals. If we, in order to confirm our assertions, could not appeal to the memory of many persons, if we could not point out the denouncing phrases, such as those of the cited "Aviso," it would at least be reasonable that we should invoke the text of a recent Law promulgated against Slave Trade.

After describing the authors and accomplices of that crime, the process of trial and competent authority, the Law No. 581 of the 4th of September, 1850, says, in its 6th Article:—

"All the slaves who may be captured shall be re-exported, at the expense of the State, to the ports whence they came, or to any other point out of the Empire, and until such re-exportation takes place, they will be employed under the guardianship of the Government, and are not in any case to be hired to private individuals."

The decided tone of this Article is more than a concluding proof of the vexations arising from the practice established by virtue of anterior Acts. The Legislature, still insisting upon the idea of re-exportation, showed itself afraid of contributing to the crime of reduction to slavery, which was almost the result of the admixture of free Africans and slave Africans. In prohibiting the hire of the services of the former, the Legislative power freed them from the barbarity of the masters, and not less from future slavery.

That Law of 1850 was a grand Law, as will be further seen; it was certainly an act of justice, that 6th Article above transcribed. But that was not all. In the first place, it was necessary literally to comply with the re-exportation of the Africans captured after 1830; and nothing had been done in this respect. In the second place, orders were to be sent to all the Presidents and Judges of Orphans, by whom concessions of services of Africans had been granted, in order to oblige possessors of those free men to deliver them up at the expiration of the term fixed for their temporary slavery. In the third place, in fine, the meaning of the law would no longer be a mere formality, an insincere promise, on the liberation of the African in the service of the State, after a certain fixed period. Now that period was already fixed, both as regards the public and private services.

The "Alvará" (Letter-Patent) of the 26th of January, 1818, the same which opened the ports of Brazil to legal commerce (on the South Coast of Africa); the same which permitted the marking of the slaves with a heated silver instrument; the same which consented to the transportation in vessels of as many negroes as the slavers might choose without paying attention to the tonnage;—that "alvará," however, contained, according

to the Convention of 1817, the following provision in the fifth paragraph:—that those slaves who were captured on account of illegal Traffic, and considered to be free, were to be delivered to the Chief Judge of the District, or to the Conservatory of the Indians, for the purpose of being destined to serve for fourteen years as free men, either in public works, or to be hired on the spot to respectable persons, under the condition of their being maintained and taught trades.

It was to revive that provision, which had been lost sight of, that the Decree of the 28th of December, 1853, No. 1,303, declares “that the services of the free Africans who might be hired out to private individuals, would cease at the expiration of fourteen years, when they should require it, with the obligation, however, of their residing where the Government may direct, and of being employed on taking service on wages.

There remains, therefore, no doubt as to the time when emancipation becomes obligatory. The Government established the principle, but the consequences were not proclaimed, and are still looked for. Thus, therefore, on one side, for political purposes, the African is bound to reside in a certain place, and to exercise some profession, as also, on the other side, the promise of emancipation ought most punctually to be fulfilled. No one certainly does dare openly to infringe the provision of the law, but it is eluded in a most scandalous manner. The African occupies the whole of his time since he has completed the term of his bondage, in imploring the grant of his letter of emancipation, until he becomes desperate, and dies. From the petition to the Emperor, to the Reports of the chiefs of establishments where he serves, or until the opinion of the Chief of Police, there are such long channels, such difficult and expensive, complicated, tortuous, and obscure bye-ways!

In our opinion, it is full time to carry the law into execution, and to do justice to the miserable sufferers. It behoves the Government to cause it to be diligently complied with, it is its duty to investigate which are the Africans distributed to private individuals or applied to public services, and to proceed to free and dismiss all those who have served their time. Let there be no scandalous partialities, nor attention to egotistical considerations. If the State requires labourers let it pay them; let it not usurp the rights nor oppress the liberty of free men. At least let the Africans be employed on reasonable wages in the public works. For the sake of a trifling economy, let not great injustice be committed.

Besides, the civilized Africans, when emancipated, are no longer mere consumers, they may and do become useful producers. In the cities they fill the markets, they buy and sell alimentary substances, vegetables, and other articles of daily consumption. They fill up a previously existing vacuum, and are very serviceable to the population and to society.

Few persons will accompany us in these reflections; such is the effect of habit; such is the power of egotism for rooting itself in the minds of the peoples. And this is no matter of wonder when the Government is the first to give an example of its conception of the rights of the miserable Africans.

Even now, by “Avisos” of the 13th of last September, the Minister of Justice requested his colleague, the Minister of Agriculture, to send 30 emancipated Africans to the President of the Amazons, who called for them to be employed in the public works. A singular kind of emancipation! It is true that the Decree of the 28th of December, 1853, above alluded to, gives the Government the option of fixing the residence of the African to whom liberty has been given; but if that comprised the wide latitude of which the Government availed itself, the Decree in question was certainly an abuse of power. The Government ought to avail itself of that power only in combining the conveniences of public security with the will of the emancipated African.

The serving for fourteen years being the sole condition on which the full freedom of the African depends, it is clear that it ought to be realized in a simple and expeditious manner. For that purpose it would never be necessary to institute litigious proceedings and tedious formalities, as declared in the “Aviso” of the 29th of May, 1847; establishing the fact of the capture at sea or on land is sufficient to settle the right of the African.

Before I conclude, allow me to make a few observations.

The Law of the 7th of November, 1831, contains an Article which appears to me likewise too severe. It is the 7th, which says, “No free African, not being a Brazilian, will be permitted to land in the ports of Brazil under any pretext whatsoever; and if landed, he will be forthwith re-exported.” The 8th Article, in such case, subjects the commander of the vessel to a fine, and to be obliged to re-export the intruder.

It is seen that the law was intended to prevent the fraudulent introduction, as free Africans, of others destined to captivity. But this measure, in this sense very legitimate, goes further than is necessary, in extending the prohibition to all free Africans who may

wish to re-enter, and comprises also those who, having left Brazil to accompany their masters, may be desirous of returning with them. To prohibit these to disembark under these circumstances is to exercise an act of great hardship to them and their masters. Wherever the freed African, arriving from abroad, exhibits the passport with which he was furnished on his leaving Brazil, besides that which ought to procure him re-admittance, it would appear that the commission of fraud would thus be avoided.

I am of opinion that Government might make a declaration to this effect, considering that the hardship of which we speak is really sensibly felt, and particularly in respect to freed black women, who, as wet nurses, for example, go to Europe with divers families, and return.

I have expounded the observations which have arisen from a hasty examination of my country's right as regards free Africans. I have now only to sum up and conclude.

I have shown that, in the same manner that the liberty of the negro, the victim of the Slave Trade, is guaranteed, his re-exportation, a consequence of the same, was also prescribed. But this was merely a sonorous word introduced into the law, the reality of which there is none, to our knowledge, save and except the example of the "Aviso" of the 12th of February, 1833, relative to some negroes captured in Pernambuco.

No attention, however, having been paid to that first and solemnly-contracted duty, the most religious scruple became necessary in regard to the other relative to the emancipation of the African at the termination of his fourteen years' service, in private or public works, fixed by the "Alvará" of the 26th of January, 1818, and the Decree of the 28th of December, 1853.

On the expiration of that term, it will not be possible to amplify it. It is iniquitous to raise difficulties and delay the emancipation of those who have served their time. On the other hand, emancipation having been granted, it ought not to be made the butt of sophistry in dragging the African from the place where he resided and maintained relations, to some other distant point, at the will of the Government, as has lately taken place, and has above been related. But the Government ought to take measures in regard to the emancipated Africans, in order to prevent disturbances and occurrences against public tranquillity from their agglomeration.

There are examples of such measures. The Resolution of the 14th of September, 1830, exacted from slaves and freemen passports on their change of domicile, to be written by their respective masters to the Justices of Peace. The Regulation of the 31st of January, 1842, confirms the necessity of passports for slaves and for free Africans, although they be in the company of their masters, dispensing with them in journeys from one plantation to another, or to villages with which they are closely connected, or when those individuals are known to the authorities. Along with these, other measures might be adopted to guarantee public order, but the emancipated should never be removed to distant provinces without attention being paid to their interests and welfare.

When the right is so clear and so positive, it is easy to comprehend the sorrow I feel at its being disregarded.

It is to revive the remembrance of it, to arouse the authorities, who are not very solicitous for those who are slighted by fortune, that I have written these letters. May the zeal of the Government be stimulated by these observations of mine.

On arriving at this point, a vast field is opened to my eyes; shall I penetrate it? Shall I treat of the Slave Trade and of slavery?

In my next letter I will reply to these two queries.

THE HERMIT.

Tijuca, November 5, 1861.

No. 76.

Mr. Christie to Earl Russell.—(Received January 11, 1862.)

(Extract.)

Rio de Janeiro, November 23, 1861.

I WOULD respectfully submit, for your Lordship's consideration, whether any instructions should be given me on my return as to the free blacks still in servitude in Brazil, and more especially as to what may be done for them after emancipation, and also as to slaves imported after the Slave Trade was illegal.

No. 77.

Earl Russell to Mr. Christie.

Sir,

Foreign Office, February 6, 1862.

I HAVE to call your attention to a despatch from Mr. Baillie, Her Majesty's Chargé d'Affaires at Rio de Janeiro,* a copy of which is annexed for your convenience, inclosing a translation of an article taken from the "Correio Mercantil" newspaper, containing some observations on the condition and prospects of the Africans emancipated by the Mixed Commission at Rio de Janeiro.

If the statements contained in this article are well founded, which would appear from Mr. Baillie's despatch to be the case, the Brazilian Government has undoubtedly broken faith both with these emancipated blacks and with Her Majesty's Government, under whose auspices, conjointly with that of Brazil, the negroes adjudicated upon by the Mixed British and Brazilian Commission were emancipated.

I have, therefore, to desire that on your return to Brazil you will furnish me with a Report upon the condition of the emancipated blacks in Brazil, together with any observations which you may have to offer upon the statements contained in the article extracted from the "Correio Mercantil."

I am, &c.
(Signed) RUSSELL.

No. 78.

Earl Russell to Mr. Christie.

Sir,

Foreign Office, April 8, 1862.

I TRANSMIT to you under flying seal, for your information, a despatch which I have addressed to Mr. Morgan, Her Majesty's Consul at Bahia,† approving the assurance which he gave to Senhor Moncorvo, that all Brazilian vessels engaged in lawful commerce with the coast of Africa would not meet with molestation by Her Majesty's cruisers engaged in the suppression of the Slave Trade.

I am, &c.
(Signed) RUSSELL.

No. 79.

Mr. Christie to Earl Russell.—(Received June 3.)

(Extract.)

Rio de Janeiro, May 3, 1862.

YOUR Lordship referred to me, on the eve of my late departure from England, a despatch from Mr. Baillie of December 6, on the subject of free blacks consigned to the care of the Brazilian Government by the Slave Trade Mixed Commission of Rio de Janeiro, and inclosing a translation of a long article which had appeared on the subject in a Rio newspaper; and after observing that if the statements of the newspaper article are well founded, as would appear from Mr. Baillie's despatch, the Brazilian Government has undoubtedly broken faith both with the free blacks and with Her Majesty's Government. Your Lordship instructed me, after my return to Brazil, to make a report to you on the subject.

During my former residence in Brazil I addressed several despatches to your Lordship on this subject, and I refer particularly to those of May 17 and August 27, 1860, both containing summaries of previous correspondence from as far back as 1850, and to my two despatches dated May 27, 1861.

The article of the Rio newspaper forwarded by Mr. Baillie contains nothing new. Even the fact mentioned in Mr. Baillie's despatch that some of these free blacks are let out in service to the Marquis of Caxias, the present Prime Minister, was stated by me in my despatch of May 17, 1860.

Your Lordship may, I think, consider it abundantly proved by the long correspondence on this subject from Mr. Hudson's time to mine, that the Brazilian Government have not fulfilled their obligations as to these free blacks, and that they have treated evasively all demands of Her Majesty's Government, even for inquiry and information.

* No. 75.

† No. 100.

In your despatch of February 28, 1861, your Lordship instructed me, in consequence of the information which I had sent, to ask the Brazilian Government for a list of the free blacks whom they had received from the Slave Trade Mixed Commission of Rio de Janeiro, with particulars as to what had become of them; and you particularly instructed me in that despatch to use a softened tone in any communications which I might make to the Brazilian Government on this subject, in consequence of their recent energetic and successful efforts for the abolition of the Slave Trade, which were appreciated by Her Majesty's Government. I complied with your Lordship's instructions in a note to Senhor Paranhos, dated March 18, 1861, and your Lordship approved of that note. I subsequently addressed to Senhor Sá e Albuquerque, the successor of Senhor Paranhos as Minister for Foreign Affairs, a short supplemental note, dated May 14, asking that he would cause to be included in the list the children of the free blacks.

No information has yet been furnished by the Brazilian Government in reply to these requests of last year; and I have thought it well to address a note, of which I inclose a copy, to Senhor Taques, reminding him of my notes of March 18 and May 14, 1861, and further reminding him that I offered to Senhor Sá e Albuquerque the aid in this matter of a gentleman who has given particular attention to the subject, and has the confidence of Her Majesty's Legation. I have added that this gentleman's services are still at the disposal of the Brazilian Government.

In my despatch of the 27th May of last year, I stated to your Lordship some reasons for thinking that the Brazilian Government were, by their own fault, unable to give complete information, and that they had even an interest in concealing the truth; and in that despatch and in the following one I suggested to your Lordship the advisability of deliberating, and coming, if possible, to an understanding with the Brazilian Government about the future treatment and destination of these free blacks, who, with the children, may be about 10,000 in number, when they shall have been completely emancipated, according to the desire of Her Majesty's Government.

I venture respectfully to press this last point on your Lordship's attention during the interval which will elapse before you receive the answer of the Brazilian Government to my renewed demand for a list.

Mr. Baillie states in his despatch, which you have referred to me, that he had been informed that "all the Africans about whom Mr. Christie was in correspondence last year with Senhor Sinimbú, from whom he obtained favourable assurances after the breaking up of the Ypanema iron foundry, were nevertheless all sent either by land or by water to the distant province of Matogrosso." I think that this is incorrect, and that none were sent by water or land after the commencement of my communications with Senhor Sinimbú on this subject; but I have, on the other hand, to complain, as usual, of promises of information unfulfilled, and notes unanswered; and I have now addressed a note to Senhor Taques, of which I inclose a copy, enumerating various notes of mine of 1860 and 1861, relative to the removal of free blacks to the Province of Matogrosso and Itapura, and requesting information, without much further delay, on various points mentioned in those notes.

I am by no means disposed to feel implicit confidence in the information which the Brazilian Government may furnish on this subject. But I feel, on the other hand, that it is quite impossible to trust entirely to information as to what occurs in distant provinces, given me by private individuals, whose means of inquiry are limited, and who are of course liable to prejudice and error, or to commit myself, on the authority of irresponsible informers, to positive contradictions of what is officially stated by the Brazilian Government.

Mr. Baillie says in the despatch which your Lordship has referred to me, "The external Slave Trade has undoubtedly ceased. There has been, I believe, no attempt to land slaves on the shores of Brazil for several years, and it is frequently said that a renewal of the Traffic is impossible. This may turn out to be quite true, but how far the impossibility arises from any real aversion to slavery, or sense of its moral wrong, or of the debasing influence it exercises wherever instituted, is quite another question; and I much fear that the feeling of a very large class in Brazil is rather a sullen acquiescence in a state of things which, owing to external pressure and public opinion, cannot be helped, than from any conviction of the evils of the old system of negro importation."

Mr. Baillie also says in the same despatch, "As far as as my own observations go, I have been unable to discern any desire or tendency towards the abolition of slavery in Brazil, or even the mitigation of its principal evils."

Of the entire cessation of the Slave Trade there is no doubt whatever.

I have on several occasions reported to your Lordship, and I repeat my opinion, that its renewal may be considered impossible.

Slave Trade, and the abolition of slavery, are two distinct questions, and I have on several occasions reported that there are at present no signs of a disposition to prepare for the abolition of slavery, or to mitigate its evils.

The general strong feeling of all respectable and educated men in Brazil is satisfaction at the cessation of the Slave Trade. This satisfaction is not only not concealed, but even ostentatiously and self-gloriously proclaimed.

The general unwillingness to touch this question of slavery is fear, which, though it must be regretted, may be understood, as to the supply of labour, and interference with property.

I have, on various occasions, suggested to your Lordship the importance of endeavouring, if possible, to conciliate and persuade the Brazilian Government to measures leading to the ultimate extinction of slavery, and, in the meantime, mitigating its evils.

Her Majesty's Government have certainly done ample justice to the Brazilian efforts for the extinction of Slave Trade.

The conduct of the Brazilian Government about the free blacks is not to their honour, and is such as to throw doubts on the singleness and purity of their motives in the abolition of the Slave Trade.

When I first brought the subject of the free blacks to your Lordship's notice in my despatch of May 17, 1860, I ventured respectfully to suggest that it would be well for Her Majesty's Government, if they revived this question, to be prepared to persevere for the attainment of what they might demand, for I could not but see that this was a question likely to lead to angry correspondence and difficulties with the Brazilian Government.

Your Lordship will, I hope, now excuse me for suggesting that the conduct of the Brazilian Government about the free blacks furnishes an answer, if Her Majesty's Government desire to use it, to the Brazilian complaints, that, notwithstanding the entire cessation of the Slave Trade, the Aberdeen Act remains unrepealed. And another similar answer may be derived from another question, which I brought to your Lordship's notice in my despatch of May 24, 1861,—the number of slaves in Brazil, imported since 1831, in violation of Law and Treaty, and still held in slavery, without any effort or interference of the Brazilian authorities to terminate their illegal bondage. But in again alluding to this question, I think it right to say that these slaves are estimated at nearly a million, and that the Brazilian Government, for reasons similar to those which restrain them from endeavouring to deal with the general question of slavery, would probably receive any representation of Her Majesty's Government with strong repugnance and opposition.

Inclosure 1 in No. 79.

Mr. Christie to Senhor Taques.

M. le Ministre,

Petropolis, April 17, 1862.

IT is my duty to call your Excellency's attention to the note which I addressed to Senhor Paranhos on the 23rd of March, and my supplemental note to Senhor Sá e Albuquerque of the 14th of May of last year, requesting information as to the free blacks handed over to the care of the Brazilian Government by the Slave Trade Mixed Commission of Rio de Janeiro, under the provisions of the additional Convention between Great Britain and Portugal of 1817, incorporated in the Treaty of 1826, by which the Brazilian Government have guaranteed their freedom.

Her Majesty's Government hope that this information, asked for a twelvemonth since, will now be given without much delay.

The delay which has occurred in furnishing this information will probably justify my reminding you that I offered to your predecessor, Senhor Sá e Albuquerque, the assistance for the necessary inquiries of a gentleman who has given much attention to the subject, and has the confidence of Her Majesty's Legation.

This gentleman's services are still at your Excellency's disposal.

I avail, &c.

(Signed)

W. D. CHRISTIE.

Inclosure 2 in No. 79.

Mr. Christie to Senhor Taques.

M. le Ministre,

Petropolis, April 17, 1862.

IT is my duty to call your Excellency's attention to notes as marked in the margin,* which I addressed to Senhor Sinimbú and and Senhor Sá e Albuquerque in the years 1860 and 1861, relative to the removal of free Africans to Itapura and to the province of Mattogrosso.

I will briefly recapitulate my correspondence on this subject with your predecessors, and explain what information I have asked for, and how much remains to be given.

Nearly two years ago, in July 1860, I first called Senhor Sinimbú's attention to a contemplated removal of blacks from Ypanema to Mattogrosso, many of whom were already at Santos on their way, and I requested information as to the free blacks among them, and an assurance that none of the free blacks should be sent to Mattogrosso against their will. Senhor Sinimbú, after communicating with the Minister of War, gave me this assurance, and further informed me that the Minister of War had ordered an inquiry to be made at Santos as to which of the blacks of the Ypanema establishment there assembled were free blacks.

On the 2nd of August, Senhor Sinimbú sent me a list of 9 free blacks among the number with which he had been furnished by the President of St. Paul's; and on the 17th of November he sent me some particulars as to 4 of the 9, which he had received from the Minister of War. On both occasions Senhor Sinimbú promised further information when the investigation ordered by the Minister of War should be completed, but from that day to this Her Majesty's Legation have received no further information. It is to be presumed that the inquiry ordered in July 1860 has been finished; the result has not been reported to this Legation.

In my note to Senhor Sinimbú of December 17, 1860, I reminded his Excellency of his promise that none of the free blacks who had arrived at Santos should be moved to Mattogrosso against their will, or without further communication with me, and I mentioned that I had learnt that all these blacks had been sent back to Ypanema. In my subsequent note of the 28th, I informed Senhor Sinimbú that I had learnt that the Minister of War had taken measures for the removal of all the blacks at Ypanema to Itapura, and I requested that an order should be immediately sent to prevent the removal of any free black to that distant and unhealthy spot. Senhor Sinimbú informed me in his reply of the 5th of January, 1861, that most precise instructions had been sent to the President of the Province of St. Paul's to prevent the removal of any free black from Ypanema.

In my note of the 17th of December, 1860, I requested information as to a number of blacks, including, I had been told, 20 free blacks, who had been removed from Ypanema to Itapura. Senhor Sinimbú replied in his note of January 5, 1861, that 59 blacks had been removed from Ypanema, not to Itapura, but to Mattogrosso, and that among these 59 there was not one single free black. I rejoined, however, in my note of the 10th of January that it had been stated in the Relatorio of the Minister of Marine of 1860, that "more than 50 free Africans had lately left the iron-foundry of Ypanema for the naval establishment of Itapura."

As to these 50 and more free Africans sent in 1860 to Itapura, Senhor Sinimbú, in his note of January 16, 1861, promised me information, but the information so promised has not yet reached the Legation.

Senhor Sinimbú also promised me, in his notes of the 15th and 16th of January, 1861, information on the following points mentioned in my notes of December 17, 1860, and January 10, 1861:—

Whether complete freedom would not now be given to the 4 free blacks of the Ypanema establishment, who, according to the Memorandum furnished by the Minister of War, and sent me on the 17th of November, 1860, had been handed over to the Brazilian Government by the Mixed Commission of Rio de Janeiro in 1839;

As to the period of service of 18 free blacks, who, according to the Relatorio of the Minister of the Empire of 1860, Appendix No. 46, had been sent to Brillante, in the Province of Mattogrosso;

As to 30 Africans who, according to the Relatorio of the Minister of Marine of 1860, had left Ypanema for the naval establishment of Itapura;

As to some free Africans who, it was stated in the same Relatorio, were to be sent to the Arsenal of Mattogrosso.

On none of these points has any information yet been sent to this Legation.

* December 17 and 28, 1860; January 10 and June 3, 1861.

In my note to Senhor Sá e Albuquerque of June 3, 1861, I called attention to a passage in the Relatorio of the Minister of Marine of 1861, describing the difficulties attending the naval establishment of Itapura, owing to unhealthiness of climate and great distance from peopled districts, and also mentioning the departure, in the month of May 1860, of 50 Africans for the neighbourhood of Itapura.

And I requested to be informed as to the number of free Africans employed at Itapura and the neighbourhood. No answer at all has been made to this note, not even one of acknowledgment.

Her Majesty's Government are in duty bound to feel solicitude as to the condition of the free blacks consigned to the care of the Brazilian Government in pursuance of Treaty, the Brazilian Government guaranteeing their freedom. The responsibility of the Brazilian Government to that of Her Majesty as to these free blacks is not denied. Your Excellency will excuse my remarking that since the date of the last of my notes, that to Senhor Sá e Albuquerque of the 3rd of June of last year, there has been time to furnish Her Majesty's Legation with full information as to the free blacks employed by the Brazilian Government in the most distant of the places named. Her Majesty's Government cannot suppose that there do not exist, in the public offices of the central and provincial capitals, accurately-kept registers of the individuals confided, in pursuance of Treaty, to the care of the Brazilian Government. I may be permitted, further, to remind your Excellency that the Mixed Commission of Rio de Janeiro having ceased to exist in 1845, there cannot now be a single free black remaining who has not served for more than fourteen years, the period fixed by the Brazilian Government for a service of apprenticeship preparatory to complete emancipation.

Under these circumstances your Excellency cannot, I think, be surprised if, in recalling your attention to my notes to your predecessors, I express the hope that the Government of the Emperor will think it right to supply me with the information I have requested without much longer delay.

I avail, &c.
(Signed) W. D. CHRISTIE.

No. 80.

Mr. Christie to Earl Russell.—(Received June 3.)

My Lord,

Rio de Janeiro, May 5, 1862.

MR. BAILLIE mentioned in his despatch of the 6th December, 1861, that a considerable number of free blacks had lately been sent by the Brazilian Government to Pará from Rio de Janeiro. Thirty were so sent in September last to be employed on public works in the Province of Amazonas. It appears that orders were given by the Minister of Justice to deliver to each of these men a letter of freedom before their departure. I inclose copies and translations of the despatches from the Minister of Justice to the official guardian of free Africans, directing the delivery of the letters of freedom, and to the President of Amazonas directing that the men should receive for their labour the proper wages of free men.

I have instructed Her Majesty's Consul at Pará to make such inquiries as he may be able about the treatment of these men.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure 1 in No. 80.

The Minister of Justice to the Chief of Police.

(Translation.)

Most Illustrious and Excellent Sir,

Rio de Janeiro, September 18, 1862.

IT is pressingly necessary that your Excellency should, without delay, cause letters of emancipation to be written in favour of the thirty free Africans named in the list which accompanied the despatch of the Director-General of this Secretary of State's Office of the 5th instant, and, as soon as they are ready, that you should send them to the Chief of Police of this capital, to whom I, this day, give orders to deliver them to the said Africans, who are to proceed to the Province of Amazonas in the steamer which will leave for the Northern ports on the 23rd of this month.

God preserve, &c.

For Senhor Don José Joaquim de Sequeira,
(Signed) FRANCISCO DE PAULA DE NEGREIROS SAYAO LOBATO.

Inclosure 2 in No. 80.

The Minister of Justice to the President of Amazonas.

(Translation.)

Rio de Janeiro, September 18, 1861.

I APPRIZE your Excellency, for your information, and in answer to your despatch of the 21st of January last, that I, this day, give orders to the Chief of Police of this capital to send to your Province thirty free and emancipated Africans by the first steamer which may proceed from this to the Northern ports, to be placed at the disposal of your Excellency, and to be employed on the public works of your province, with such wages as may be due to free men, and according to their capacities.

God preserve, &c.

(Signed)

FRANCISCO DE PAULA NEGREIROS SAYAO LOBATO.

No. 81.

Mr. Christie to Earl Russell.—(Received June 20.)

My Lord,

Rio de Janeiro, May 17, 1862.

I HAVE the honour to inclose extracts from two despatches addressed some little time since to Mr. Baillie, by Her Majesty's Consuls at Rio Grande do Sul and Pará, in reply to a circular despatch of mine to Her Majesty's Consuls in Brazil of the 12th of June last year, requesting information as to free blacks consigned to the care of the Brazilian Government by the Slave Trade Mixed Commission of Rio de Janeiro and slaves imported since 1831.

Mr. Vereker, Her Majesty's Consul in Rio Grande do Sul, estimates the number of slaves in the province imported since 1831, with their children, at about 10,000.

Mr. Vredenburg, the Consul at Pará, says that in that province he believes there are none of illegal importation.

Mr. Vereker says that in Rio Grande do Sul advertisements for sale or hire of negroes, with announcements of age, from which illegal importation would be to be inferred, have ceased of late years. In Rio de Janeiro the newspapers teem with such advertisements.

Mr. Vredenburg refers in his despatch to Mr. Baillie to an earlier despatch which he had addressed to me of the 3rd of April, 1861, giving information as to the past cruel treatment of a number of free blacks who had been let out by the Brazilian Government to the Amazon Steam Navigation Company. I now further inclose a copy of this earlier despatch. When I received it I did not think there was any immediate occasion for addressing the Brazilian Government about its contents, as there was no complaint of present ill-usage, and I was waiting, as I am still waiting, for general information which your Lordship had instructed me to request of the Brazilian Government about all the free blacks consigned to their care in pursuance of Treaty with Great Britain. This earlier despatch, however, of Mr. Vredenburg's will be interesting to Her Majesty's Government as containing proofs or indications of ill-usage to which some of these poor, so-called free blacks have been subjected under the care of the Brazilian Government.

I have instructed Mr. Vredenburg to make the further inquiries which he suggests at Mancoas, the capital of Amazonas.

I have, &c.

(Signed)

W. D. CHRISTIE.

Inclosure 1 in No. 81.

Consul Vereker to Mr. Baillie.

(Extract.)

Rio Grande do Sul, October 8, 1861.

REFERRING to Mr. Christie's despatch of the 12th June last, I regret that I am only enabled to forward the following very meagre information respecting the points alluded to in that despatch.

1. The emancipated Africans who may be employed in this province are stated to be all in the service of the Government, chiefly in the war steamers. I have never received any application on the part of such persons, nor have I heard of any complaints of their being ill treated.

It may be noted here that some years since the Government constructed various

extensive works at the fortifications of this city, for which they called all available hands, including soldiers, paying wages to each. Among those employed there were few or no emancipated Africans, and it might be concluded from this circumstance that the number of such persons under the control of the Provincial Government is few. I have, however, no means here of estimating the number.

2. The Africans released since 1845 by the Provincial Brazilian authorities have been very few, and may, probably, be counted by units. Various negro families have been restored to freedom by the authorities, either because they were considered as Uruguayans or as having been granted their liberty by those entitled so to do.

3. It is impracticable, at present, to form an estimate, with any pretensions to correctness, as to the number of Africans imported into Brazil since 1831, and now illegally held in slavery in this province, as there exist no data upon which a calculation may rest; on a rough guess I would say that those persons and their children would be about 10,000 or upwards. The negroes in this province show generally remarkable ignorance both as to the periods when they were imported and as to their own ages; this forms an additional impediment to the collection of the information required.

About ten years since it used to be a common practice in this province to advertize the sale of newly-imported negroes, either betraying the period of importation by the age mentioned or announcing them as new negroes ("negros novos"). My attention having been drawn to the matter I instituted inquiries, which had the effect of causing that the practice be discontinued. In this class of announcements, at present, the age is usually omitted, but the omission sometimes arises from the advanced age of the slave, the mention of which might diminish the selling price.

Inclosure 2 in No. 81.

Consul Vredenburg to Mr. Baillie.

(Extract.)

Pará, December 20, 1861.

I HAVE the honour to communicate the following information obtained by me in obedience to the circular of Mr. Christie of the 12th of June in the present year.

I am unable to learn that there are any free Africans in this Province; but in addition to those in the Province of Amazonas, mentioned in my despatch of the 3rd of April, a number amounting to 31, arrived last month from the south, and have been sent there. I have received no information about them, nor can I say how or where they are employed.

The gentleman to whom I have already alluded in my previous despatches on this subject, has written to inform me that of the number of those who had been sent from Serpa to Manáos, 6 had run away and returned to the former place, but were sent back. They complained of ill treatment, and that their wages were not paid.

I applied to another gentleman who has been residing many years in this Province, and who has been at considerable personal inconvenience and expense in obtaining the liberation of persons illegally held in slavery. He assured me that there are no Africans held as slaves who have been imported since 1831. Neither have any been advertised since I have had charge of this Consulate.

Inclosure 3 in No. 81.

Consul Vredenburg to Mr. Christie.

(Extract.)

Pará, April 3, 1861.

I HAVE the honour to transmit herewith some documents relative to the condition of the liberated Africans employed by the Amazon Steam Navigation Company, at their Colony near Serpa, in the Province of Amazonas, and which I have procured in accordance with the instructions contained in your despatch of the 22nd of August, 1860.

These papers were forwarded to me by a gentleman who vouches for the truth of these statements, and states that he was an eye-witness of the sufferings of the blacks, many of whom were chastised, and that the punishment was inflicted with a "vergalho de couro de peixe boi," and not with a "sipó" (supple jack) as mentioned in the "corpo de delicto."

I have also had some conversation on this subject with a most respectable person who was also for three years employed by the Company, and he informed me that while

he was at Serpa the blacks were treated with great kindness, but that subsequently, under the management of Teixeira, he understood they had been used with great brutality.

I spoke to M. Pimento Bueno, the Manager of the Amazonas Company, a gentleman of great humanity and consideration, and called his attention to these facts. He admitted that the information furnished to me respecting the black Paulo was correct, and added that he had himself called the attention of the President to the circumstance; but he stated in extenuation that Paulo had violently assaulted one of the foremen or directors.

The Colony has, with the consent of the Government, been relinquished by the Amazonas Company, and the works let to a person with whose name I am unacquainted. He has kept 6 of the blacks, to whom he pays 1,200 reis a-day, with an allowance of fish and farinha.

I am informed that they are likely to be kindly treated. The remainder have been sent to Manaos, the capital of the Province, where they can earn 15 milreis a-month.

No. 82.

Mr. Christie to Earl Russell.—(Received June 20.)

My Lord,

Rio de Janeiro, May 17, 1862.

WITH reference to my preceding despatch, I have the honour to inclose a copy of a note which I have addressed to Senhor Taques, calling attention to the free blacks in the Province of Amazonas, formerly employed by the Amazon Steam Navigation Company, and requesting the Brazilian Government to give to all of them letters of emancipation, as has been done with the free blacks sent in September last from Rio de Janeiro to Amazonas, to be employed there in public works.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure in No. 82.

Mr. Christie to Senhor Taques.

M. le Ministre,

Petropolis, May 16, 1862.

YOUR Excellency informed Mr. Baillie, in a note dated December 6, 1861, that 30 free blacks, sent in September from Rio de Janeiro to the Province of Amazonas, had, before their departure, received letters of emancipation, and were to be employed as entirely free men.

I wish to call your Excellency's attention, and that of the Minister of Justice, to another party of free blacks in the Province of Amazonas, formerly in the employ of the Amazon Steam Navigation Company, at their Colony near Serpa. This Legation has been informed that these blacks were latterly ill-treated at Serpa, when under the management of a Director named Texeira; that on the relinquishment of that Colony, six of them were left, and the remainder, the greater number, sent to Manáos; and that lately some had fled from Manáos to Serpa, where they complained of ill treatment.

I wish to ask your Excellency whether the Brazilian Government will not cause letters of emancipation to be granted to this party of free blacks, as they have been granted to those sent in September last to Amazonas.

I avail, &c.
(Signed) W. D. CHRISTIE.

No. 83.

Earl Russell to Mr. Christie.

Sir,

Foreign Office, July 8, 1862.

I HAVE to acquaint you that I approve the notes addressed by you to the Brazilian Government on the subject of free blacks, copies of which are inclosed in your despatch of the 3rd of May last.

I am, &c.
(Signed) RUSSELL.

No. 84.

Mr. Christie to Earl Russell.—(Received August 22.)

My Lord,

Rio de Janeiro, July 21, 1862.

I HAVE the honour to inclose a translation of a passage headed "Trade in Africans," in the Annual Report of the Ministry of Justice, presented to the Legislature this year by the Minister of Justice of the late Government, Senhor Sayo Lobato.

After mentioning that during the past year there has been no landing of Africans, and no attempt at importing them, Senhor Lobato observes in highly commendable language:—"We must not, however, be idle; the Trade has daring prosecutors abroad, and unfortunately slaves still exist among ourselves."

The number of slaves in Brazil, as your Lordship knows, is roughly estimated at about 3,000,000 in a population of about 7,000,000, and I have often mentioned that nothing has been done towards the ultimate abolition of slavery.

Senhor Lobato strongly recommends measures for diminishing the number of slaves in the cities, that more may be employed in agriculture.

Letters of emancipation have been given to 105 free Africans during the past year—not a very large number.

Senhor Lobato states that he has given orders to the Chief of Police to collect in the House of Correction—it is to be presumed with a view to giving them freedom—all the free Africans assigned to private individuals who have served for fourteen years. The Mixed Commission, which consigned these free Africans to the care of the Brazilian Government, having ceased to exist in 1845, seventeen years ago, there cannot be one of them who has not served more than fourteen years ago.

The measure ordered by Senhor Lobato, if applied to all the free Africans, whether serving private individuals or the Government, would cause the emancipation of the whole class.

I take this occasion to mention that I have not yet received any answer to my application for a list of free Africans, made more than a year ago, nor to my many inquiries of 1860 and 1861 about free Africans removed to Itapura and other distant places, of which I reminded Senhor Taques in two notes of April 17, forwarded to your Lordship in my despatch of May 3.

I have, &c.

(Signed) W. D. CHRISTIE.

Inclosure in No. 84.

Extract from the Report of the Brazilian Minister of Justice respecting Trade in Africans

(Translation.)

NO landing of Africans has occurred on the coasts of Brazil since your last session. The Government, notwithstanding, continues to impress on its agents the greatest vigilance, in order to avoid a recurrence of this crime, and can assert with confidence that there have not been, and are not, any preparations within the Empire for introducing Africans from the coast of Africa. But we must not rest on our oars; the Slave Trade has daring prosecutors abroad, and, unhappily, slaves still exist among ourselves.

While on this subject, I cannot refrain from calling your attention to the necessity of legislation for regulating the police as to slaves in the capitals and afterwards in other towns.

It would be highly desirable to arrange that slaves should quit the cities, where it is more easy to replace them, and employ themselves in agriculture, which is so much in need of labourers.

The fixing of the number of slaves to be held by any individual in the cities, and a progressive tax, would, in my opinion, be desirable measures for initiating a change which all acknowledge to be of absolute necessity.

During the year 1861, and up to the end of March last, the Government has ordered letters of emancipation to be granted to 105 Africans, whose services have been conceded to private individuals, and also to public establishments. Some are awaiting in the House of Correction at Rio, where I have given orders for their being assembled, the convenient time for receiving their letters.

My predecessor had ordered that the Africans who, having served the time necessary for emancipation, should be taken as prisoners to the House of Correction, should be retained there after the expiration of the term of imprisonment.

As a complement of this order, I have instructed the Chief of Police to take measures

for assembling in the House of Correction the free Africans conceded to private individuals who shall have served fourteen years.

I have instructed the same magistrate to provide against abuses of individuals who promote the emancipation of Africans, exacting from them in return service without due remuneration.

No. 85.

Mr. Christie to Earl Russell.—(Received August 22.)

(Extract.)

Rio de Janeiro, July 21, 1862.

THE "Correio Mercantil," a Rio newspaper, connected with the Liberal party in Brazil and with the Opposition, and honourably distinguished by constantly exposing the abuses of slavery, has lately reviewed the correspondence published in the Slave Trade Blue Book, Class B, of the last and present years, on the subject of the free Africans consigned to the care of the Brazilian Government.

The writer observes that no information as to this correspondence has been given in the Annual Report of the Foreign Minister of Brazil, and commends the courteous and conciliatory tone of your Lordship's despatches and the notes of this Legation.

Having given a very fair summary of the correspondence, the writer explains his own view as to how the question should be dealt with, and I inclose a translation of some passages of this portion of the articles.

These passages refer, 1st, to re-exportation of the Africans to their own country; 2nd, to their re-distribution through Brazil away from the large cities; and, 3rd, to former English demands of a Mixed Commission to inquire into the condition of these Africans, which the writer thinks offensive to Brazil, though he admits them to be within England's strict right.

On the two first points I think the writer's remarks reasonable and well worthy of attention. He considers it too late now to think of re-exportation to Africa, and points out that such re-exportation would involve much more hardship than benefit to the blacks in question. He observes that Her Majesty's Government have ceased to advocate re-exportation, and that, if they mention it, it is only for a vantage-ground in argument, and to remind the Brazilian Government of their engagements and duties. As to the distribution of these free Africans in the interior, or along the coasts of Brazil away from the large cities, the writer makes, I think, a fair answer to some objections which have been urged, and suggests measures of precaution, and points out the advantage of requiring those men to work in fixed residences, that they may not fall into vagrancy, vice, and trouble.

In the concluding remarks the writer does not deny past neglect of the Brazilian Government, and past mal-practices of individuals to whom free Africans have been let out for service; but notwithstanding this, and notwithstanding that he admits the right of the British Government to demand a full inquiry by a Mixed Commission, he allows himself to object to such a demand as offensive to the dignity of Brazil. It is strange that so intelligent and well-disposed a writer should involve himself in so obvious an inconsistency, and that he should not see the worthlessness of a dignity which does not repel imputations of misconduct while refusing inquiry into their truth. But your Lordship will see in this lame conclusion of otherwise excellent articles, another proof of the universal prevalence among Brazilians of that false honour which dreads, above everything else, the appearance of a concession to a powerful foreign Government.

Inclosure in No. 85.

Extract from the "Correio Mercantil."

(Translation.)

THE re-exportation of the free Africans might have been a useful measure if it had been carried into execution soon after the captures made by the cruisers. But the want of means, and the want of energy or perseverance in our Administrations for struggling in the outset against popular prejudice, and the cupidity of those to whom Africans were conceded for service, caused the indefinite postponement of re-exportation. Now, it would be an iniquity, not in the point of view of Brazilian interests, but as regards the Africans themselves, who have lost the habits of savages, have become accustomed to our climate, have adopted a new mode of life, new ideas, new wants, and, so to speak a civilization

superior to the regions of their birth. For them now, Brazil is their home, and re-exportation would be banishment. Further, the offspring of these Africans, born in Brazil, are Brazilians, with constitutional rights; by the re-exportation of the fathers, family ties would be violently broken, or the children would be compelled to emigrate from their native land.

* * * * *

It appears that the British Government is convinced of this; at least in its correspondence with its Diplomatic Agents there is no further allusion to re-exportation as an essential point. Occasionally, to strengthen its arguments, it still speaks of this compromise of the Brazilian Government, but only in order to require that measures should be taken for rendering effective the emancipation of the free Africans judged by the old Mixed Commission, and the children of these Africans.

* * * * *

When we express ourselves thus about re-exportation, we do not mean to impose on the emancipated African the obligation to remain in Brazil. If he wishes to emigrate, and prefers the offer of going to the coast of Africa or the English Colonies, no one can prevent it. And this leads us to say that the objection made by the English Government to a condition of residence in this or that part of the Empire, imposed on the emancipated Africans, is not well conceived; a good and provident measure of police is attacked unreflectingly. The Brazilian Government would not oblige the emancipated Africans to remain in the Brazilian territory; but if they find an advantage in residing in the country whose language they have learnt, whose habits they have assumed, let them be subject to a precaution of police which will naturally be of a temporary character.

The British Government's fear is this: sent into the interior of the Provinces, the Africans will be deprived of an effectual protection and may fall back into slavery. This fear vanishes with some measures of regulation; the letters of emancipation being registered in the central archives, would also afterwards be presented to the Municipal Chambers of the places designed for the Africans; and being here registered anew, the emancipated Africans could easily beg the protection of the local authorities when they suffer any ill-treatment.

It is to be added that the Government could also fix as places of residence the coasts of provinces where there is a smaller number of slaves.

In the Decree of 1853 there is imposed on the emancipated Africans the obligation of working for wages, or in any other way, provided the means of subsistence are procured. The example of what has happened in the French Colonies, and to a certain extent in the English, as may be seen in Mr. Sewell's recent work ("Ordeal of Free Labour") justifies this provision.

In the West Indies, the French Government found itself, in 1848 and 1849, obliged to promulgate Decree after Decree to prevent and punish the idleness of the free blacks, the source of vice and crime. The Attorney-General of Guadaloupe, examining these Decrees, found them inefficacious; and the penalty of fine and imprisonment has been launched against vagrant free blacks who had not fixed their residence with the intention of remaining in the locality chosen, or persevering in work begun.

Long before, in the time of the first Republic, the Commissioners of the Convention had ordered that the citizen blacks should either serve in the army or apply themselves to the cultivation of the soil, under the severest penalties.

The pretension of the English Government to verify, by means of its agents in a Mixed Commission, the existence and the actual condition of the Africans, cannot be admitted without offence to the independence and dignity of Brazil. But for this very reason, it is urgent that the Brazilian Government should proceed honestly to the study of that point. The right is not wanting; let it be proved that under the shadow of right an injustice is not committed.

Let us have not only right on our side; let us have also reason. If ancient registers are wanting, as is supposed, what can be the difficulty, with the Treasury books, and the information to be got from the Judges of Orphans and from the Curators of Africans, and from other sources, in making a general list, and marking a period of time within which all the grantees, or their heirs and successors, should justify before the authorities the honesty of their proceedings? At the end of that time the Government will have knowledge of the Africans who have died, or run away, or been emancipated, and of those who still continue in service. Let instructions be given to the authorities, who might be the Judges of Orphans—explicit instructions, in which energy should be combined with justice. Let there be no violence in the requirement of these justifications; let all latitude be given to the means of proof, without, however, opening the door to fraud or falsehood.

In what we have said, are combined proper satisfaction for the demands of England,

the exclusive competency of the Brazilian Government, and the circumstances to be attended to both for the nation and for the free Africans.

Let there be good faith in both Governments, and easily, within a reasonable time, may arrive at a conclusion of this long-standing question.

No. 86.

Mr. Christie to Earl Russell.—(Received October 2.)

My Lord,

Rio de Janeiro, September 6, 1862.

WITH reference to my despatch of May 17th, in which I inclosed a copy of a note I had addressed to Senhor Taques, requesting that letters of emancipation might be granted to certain free blacks employed on public works in the Province of Amazonas, I have the honour to inclose a translation of a note which I have now received in reply from the Marquis of Abrantes, stating that those blacks have not served fourteen years, but only eleven; but that, notwithstanding, instructions have been given to the President of the province to give letters of emancipation to those who may show themselves deserving.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure in No. 86.

The Marquis of Abrantes to Mr. Christie.

(Translation.)

Rio de Janeiro, August 21, 1862.

I HAVE the honour to inform Mr. Christie, &c., in answer to his note of 16th of May last, that the Minister of Justice has just apprized me, as regards the question contained in that note, respecting the transmission of letters of emancipation to certain free Africans who were employed in the Province of Amazonas by the Steam Navigation Company in their colony near Serpa, that those Africans are in different circumstances from those who were sent to the said province in September of last year.

The latter were emancipated here, having already served the fourteen years prescribed for that purpose by the Decree No. 1,303 of 28th December, 1853.

As to the former, who were captured in 1851, and who have only served eleven years, they are not included in the above-mentioned Decree. His Excellency has, however, instructed the President of that province to grant letters of emancipation to those among them who by their conduct become worthy of that favour.

I avail, &c.
(Signed) MARQUIS OF ABRANTES.

No. 87.

Mr. Christie to Earl Russell.—(Received October 2.)

My Lord,

Rio de Janeiro, September 8, 1862.

A MEASURE which I have mentioned to your Lordship in the two preceding years as having been twice unsuccessfully brought before the Legislature by Senator Silveira da Motta, for prohibiting sales of slaves by public auction, and separation of slave families by sales, was again brought forward by the same Senator in this year's Session just concluded, and again has not been passed. This time the measure passed the Senate early in the Session; having been sent down to the Chamber of Deputies, it was there never brought on for discussion.

I have, &c.
(Signed) W. D. CHRISTIE.

No. 88.

Mr. Christie to Earl Russell.—(Received November 3.)

My Lord,

Rio de Janeiro, September 30, 1862.

A FEW days before the prorogation of the Chambers' attention was called in the Senate by the Viscount Jequitinhona, formerly Brazilian Minister in England, with the

name of Senhor Montezuma, to the condition of the free Africans. The Viscount complained of the great difficulties in the way of their obtaining letters of emancipation, and to the fact of their having now generally exceeded the fourteen years of apprenticeship prescribed by Brazilian legislation. Senhor Sinimbú, who is acting as Minister of Justice, replied that it was the desire of the Government to give letters of emancipation to all of them; mentioned the order which had been given, and of which I have already informed your Lordship, that all free Africans coming into the hands of the police should not be restored to their employers, but sent to the House of Correction with a view to their emancipation, if they had served fourteen years; and also announced, as a proof of the good disposition of the Imperial Government in this matter, that he had recently sent instructions to the President of Pará to give letters of emancipation to some free blacks there employed, though they had not served fourteen years, if they merited emancipation by good conduct.

I may here mention that all who were freed by the Anglo-Brazilian Commission of Rio de Janeiro have served more than fourteen years. Those who have not done so were taken by the Brazilian cruisers after the Commission ceased to exist.

If the Brazilian Government are really desirous of giving letters of emancipation to all the Africans freed by the Anglo-Brazilian Commission, nothing should be easier than to call them in from the public establishments and private houses where they are employed, and give them the desired letters.

I again take occasion to say that I have yet received no answer to the note which I wrote, by instructions from your Lordship, so far back as March 18, 1861, asking for information about these free Africans, and to which I urgently recalled the attention of the Government in my note to Senhor Taques of April 17th last.

It should be to be presumed that the Government have kept a list of the free Africans, and of the private persons and public establishments to which they have been assigned for service, and it seems extraordinary that at the end of eighteen months they should be yet unable to furnish Her Majesty's Government with a list of these still living and in service, dead, or emancipated.

I have, &c.
(Signed) W. D. CHRISTIE.

No. 89.

Mr. Christie to Earl Russell.—(Received November 3.)

My Lord,

Rio de Janeiro, September 30, 1862.

ATTENTION was lately called in the Senate by Senhor Silveira da Motta and others, to the continuance of an annual demand for secret service expenses for the suppression of the Slave Trade. Surprise was expressed at the continued annual appearance of this item, when not only the Slave Trade was extinct in Brazil, but when also Her Majesty's Government fully and in complimentary terms admitted its extinction.

The Viscount of Jequitinhona took occasion to express his surprise that, notwithstanding the admissions and praises of Her Majesty's Government, they took no steps to procure the repeal of the Aberdeen Act, and refused to entertain the Brazilian claims arising out of captures of Brazilian vessels suspected of Slave Trade. The Viscount, however, admitted at the same time that he did not feel sure that he quite understood the question about the Brazilian Slave Trade claims, and that he was inclined to think that the Brazilian Government had not been so prudent on the subject of the late Claims Commission as it should have been.

Senhor Silveira da Motta said that the annual demand for secret expenses for the suppression of Slave Trade might suggest the idea that there was opposition in Brazil to the desire of the Government to suppress the Slave Trade; adding, "We are all witnesses that the chief reason why the Trade has been suppressed in Brazil is because public opinion condemns it, and not because material force or the direct measures of the Government have rendered it impossible. It is necessary that the English Government, in so far as it may do justice to our Government, should be convinced that the principal cause of the suppression of the Traffic is its condemnation by the opinion of the country."

The Acting Minister of Justice, Senhor Sinimbú, replied on the subject of the secret expenses, that the Slave Trade was not extinct all over the world; that if, perchance, one of the Cuban slave-traders should bethink himself of trying once again to effect a landing in Brazil, it would be deplorable if the Government were without the means of capturing; and that the continuance of this item of secret service money was a necessary measure of

prudence, and especially necessary in a case where, besides the particular interests of Brazil, the national honour was involved.

To the remarks of the Viscount of Jequitinhona about the Aberdeen Bill and the Claims Commission, Senhor Sinimbú made no reply.

I have, &c.
(Signed) W. D. CHRISTIE.

No. 90.

Mr. Christie to Earl Russell.—(Received November 3.)

My Lord,

Rio de Janeiro, September 30, 1862.

I HAVE the honour to inclose a Table which has been prepared for me of the number of slaves imported to Rio de Janeiro by sea, to be delivered either for sale or to those who have already purchased them, from the Northern and Southern provinces during the years 1852 and 1861, and during the first six months of the present year, showing a total of 34,688 in the ten years and a half. This number does not comprise the slaves who may have come with their masters and been afterwards sold in this province, or those who may have been sent by land. For most of the northern provinces heavy duties, from 100 to 200 milreis (10*l.* to 20*l.*) a head have been imposed on export of slaves. To evade these duties many have been sent by land, the journeys being sufficiently toilsome. These slaves have been principally absorbed in the coffee plantations of Rio de Janeiro and Minas Geraes, and some have gone to St. Paul's.

There can be no doubt that this internal Slave Traffic involves the cruelties of forced removal from home and separation of families. Attempts have been made on one or two occasions by independent members of the Legislature to obtain the prohibition of this internal traffic, which they have denounced as resembling in iniquity the foreign Slave Trade. But the general Legislature has never done anything in the matter.

Mr. Scarlett, in 1858, under instructions from the Earl of Clarendon, made a strong appeal to the Brazilian Government to stop this traffic, but without result (Slave Trade Correspondence, Class B, presented in 1859, p. 34.)

I may recall to your Lordship's recollection a speech made by Senhor Silveira da Motta in 1861, of which I forwarded an extract, which is printed at p. 49 of Slave Trade Correspondence, Class B, presented in 1862, pointing at some of the evils of these deportations of slaves.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure 1 in No. 90.

IMPORTATION of Slaves into Rio de Janeiro from the Ports of the North and South.

Year.	North.	South.	Total.	Year.	North.	South.	Total.
1852	3,461	340	3,801	1858 . . .	1,304	276	1,580
1853	2,743	658	3,401	1859 . . .	933	183	1,116
1854	4,201	198	4,399	1860 . . .	3,132	156	3,288
1855	3,156	215	3,371	1861 . . .	4,502	162	4,664
1856	3,495	496	3,991	To July 1862 ..	857	101	958
1857	3,480	619	4,099				

No. 91.

Earl Russell to Mr. Christie.

Sir,

Foreign Office, November 8, 1862.

I HAVE received your despatches to the 30th September inclusive, and with reference to your despatch of the 30th of September last I have to instruct you again to call the attention of the Brazilian Government to the several notes which you have addressed to them requesting information on the subject of the free blacks handed over to the care of the Brazilian Government by the Mixed Commission Court under the provisions of the Treaty of 1826.

These Africans have all served considerably more than the time prescribed by the Brazilian Legislature for their apprenticeship, and are therefore incontestably entitled to their unrestricted freedom; and you will state to the Brazilian Minister that as these negroes have been emancipated under the conjoint auspices of the British and Brazilian Governments, Her Majesty's Government feel themselves in duty bound to see that faith is kept with them.

I am, &c.
(Signed) RUSSELL.

No. 92.

Mr. Christie to Earl Russell.—(Received December 22.)

My Lord,

Rio de Janeiro, November 12, 1862.

I WISH to call your Lordship's very particular attention to a speech, of which I inclose a translation, made lately in the Chamber of Deputies by Senhor Casimiro Madureira on the subject of free Africans and Brazilian national slaves. This speech does its author high honour, and his sentiments on both subjects are perfect.

Your Lordship knows that I am yet without any answer to a request made nearly two years ago, by your Lordship's desire, for general information as to the free Africans, for whose well-being the Brazilian Government are responsible to that of Her Majesty, and also to a series of notes, of which the first was written two years and a-half ago, demanding information as to certain free Africans who would appear to have been hardly treated in the Province of St. Paul's.

It is properly said in the inclosed speech that every one of these Africans has a right to absolute freedom, and that their being detained in the House of Correction, with a view to emancipation, is an abuse. As to the fourteen years' apprenticeship required by a Brazilian Decree, which Senhor Madureira contends was only provisional, it does not concern the question of the free Africans consigned to the care of the Brazilian Government by the Slave Trade Mixed Commission at Rio de Janeiro, because all these free Africans have been in the hands of the Brazilian Government more than fourteen years.

I may as well explain what perhaps is not quite understood by your Lordship—what is the need of emancipation for Africans who are free. These free Africans, consigned to the care of the Brazilian Government, have been placed under the supervision of the Judge of Orphans, and are regarded as minors under tutelage, and the letters of emancipation which are ultimately given to them release them from the guardianship of the Judge of Orphans. Fourteen years' service has been prescribed by the Brazilian Government as the condition of this emancipation, and, as I have said before, every one of the free Africans for whom the Government of Brazil is responsible to Her Majesty's Government has served more than fourteen years.

Senhor Madureira, in speaking of the Brazilian national slaves, who are about 1,500 in number, properly inveighs against the cruelty of tearing these men from the farms which have become their established homes, to send them to work in public works in Rio, and makes a suggestion, which I fear will be fruitless, that the Government might set an example for a beginning of the work of abolition of slavery by emancipating the slaves who are Government property.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure in No. 92.

Speech of Senhor Madureira in the Brazilian Chamber of Deputies, June 6, 1862.

(Translation.)

THE Budget also treats of free Africans and slaves of the nation. I have never taken part in the discussions of the Budgets without thinking of these two unhappy classes, because Brazil exists not for Brazilian citizens only, but for all its inhabitants. The slavery of free Africans still continues; the Africans taken in Brazil have all a right to their liberty. The Decree of 1853, which mentioned fourteen years for their emancipation, was a provisional Decree which cannot be regarded as a permanent law.

There are, then, at this day in Brazil free Africans who cannot be entirely free, who must be subject to the individuals to whom they have been assigned, subject to the administrators of public works, &c! How do all these live? Well, then, does the Brazilian nation

CLASS B.

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require the services of these poor men? The nation is not able to pay wages to free men for their labour? I hope that the Minister of Justice will revoke that Decree, will declare all the free Africans really free, and will order their passes to be given them in order to live as they may think fit. I have read even with disgust in the Relatorio of the Minister of Justice of this year, that those Africans who had completed the fourteen years were to go to the House of Correction, and there be at the order of nobody knows who. I do not know what the Africans have to do in that house, when they are entitled to their liberty. Are they not free?

With respect to the slaves of the nation, I fear that the Minister of Finance adopts the idea of his predecessor of sending these slaves of the farms of the interior to labour in the public works of the capital. Can there be greater barbarity than to take these poor men from the farms where they are established, though they are slaves of the nation? I think that the managers of these farms will not be so cruel as not to allow them to make their huts where they have their small allotments. How is it that these men are to be taken from Piahy, Maranhão, and other places in order to go to the public works of the capital? Is not the deficiency of labour which the Provinces of the North are suffering from sufficiently great? How does the Government come to understand that it may sell the national farms to one set of men, and the national slaves to another, when our principles recommend that the nation should be just to its slaves, preserving them in their homes and should also set an example, beginning by slowly emancipating its own slaves? I speak of this because it is no anarchical idea (cheers), because it only attacks some insignificant and individual interests; while it is our duty to think of the future of these men, natives of Brazil, trying to emancipate them gradually in order that some day there may be no slaves of the nation (cheers), and that there may be an end of the inequality which we see between these national slaves and those who are called free Africans.

No. 93.

Mr. Christie to Earl Russell.—(Received December 22.)

My Lord,

Rio de Janeiro, November 12, 1862.

IN the last Annual Report of the Minister of Marine there is a detailed account of the Brazilian naval establishment at Itapura, situated in the most remote part of the Province of St. Paul's, about the removal to which of free Africans I have been endeavouring in vain, for two years and more, to obtain information from the Brazilian Government: I refer to my despatches of August 27 and December 17, 1860, and of January 24 and June 3, 1861, printed in the two last Blue Books. The report I have referred to mentions that of free Africans and slaves, thus mixing them together, there are in all 131 in the establishment of Itapura. The coupling in this way of free Africans and slaves will help to show your Lordship how the free Africans are practically treated; and if no other motive existed, the inquiries which I have been making during the last two years should have led the Brazilian Government to ascertain the number of free Africans in distinction from the slaves. But it seems as if the Brazilian Government are determined not to give any of the desired information about the free Africans:

Itapura is considered a most unhealthy place, and its great unhealthiness has been the subject of much discussion in the last Session of the Legislature.

I have, &c.

(Signed) W. D. CHRISTIE.

No. 94.

Mr. Christie to Earl Russell.—(Received December 22.)

My Lord,

Rio de Janeiro, November 12, 1862.

I HAVE the honour to inclose an extract of a speech made in the last session in the Senate by Senhor Silveira da Motta, calling attention to the importance of diminishing the number of slaves in the large cities in order that more may be employed in agriculture, and of checking the deportation of slaves from the Northern Provinces to the Southern.

I have, &c.

(Signed) W. D. CHRISTIE.

Inclosure in No. 94.

Extract of Speech of Senhor Silveira da Motta, in the Brazilian Senate.

(Translation.)

Mr. President,—I WISH to pass rapidly to another subject, as I cannot stay much longer. I do not choose to finish my speech without requesting the noble Minister of Justice to take into consideration some ideas which have already been brought before the Parliament respecting the destiny of slaves in Brazil.

In 1851, having had the honour of being a Deputy for St. Paul's, I presented to that Chamber a project establishing a progressive tax upon slaves in the great cities, as a means for slowly concurring towards removing from those great centres of population the slave population so much wanted by our agriculturists. That project was approved in the first discussion of it; I do not know whether it was in the second, or if it passed to a third discussion. But if the Government should be desirous to improve the lot of our agriculture, if it should be desirous of favouring free labour in the great centres of population, it is necessary that it should initiate some measures towards removing the inconvenience which is being felt in some of the seaboard cities from the accumulation of negroes.

Dom Manoel.—It is not a bad business for those who possess them.

Senhor Silveira da Motta.—But it is bad for the public. The noble Minister well knows that even here in the capital there are persons who possess 300, 400, and more slaves employed as porters; these are not doubtless such as are required for our domestic service, which may still prolong the preservation of slavery in our great cities.

Let the noble Minister of Finance answer me, who is exclaiming that I am in the wrong in declaring that that project of mine, establishing a progressive tax upon the slaves in the great cities, has existed in the Chamber of Deputies since 1851. Has there been any Minister who has thought of rescuing that project from the dust in the drawers of the Chamber of Deputies to forward so magnificent an idea as that? Has the noble Minister of Justice given it a thought?

The Minister of Justice.—I have already had occasion to declare that I had a good opinion of that idea.

Senhor Silveira da Motta.—That is all that I could succeed in obtaining.

The Minister of Justice.—I already once confessed here that this was a very available idea.

Senhor Silveira da Motta.—Sirs, it is necessary that the Government should look with attention to this question of slavery in the great cities; it is necessary that the Government should look to this question of slavery in the Empire. The noble Minister of Justice and Commerce ought to know the extraordinary influx of slave population from the North to the South of the Empire; I believe that more than 40,000 slaves were imported thence since 1851.

Dom Manoel.—Notwithstanding the tax levied in those provinces upon the slaves imported?

Senhor Silveira da Motta.—Yes, Sir.

Dom Manoel.—What then?

Senhor Silveira da Motta.—That the proportion of slaves imported into Rio de Janeiro from the Northern provinces has yearly been on the increase.

The Minister of Justice.—But not to remain in this capital.

Senhor Silveira da Motta.—I do not say for the purpose of remaining here; from Rio de Janeiro they are sent to the Provinces of Minas and San Paulo, &c. But the phenomenon to which the noble Minister should pay attention is to the future of the North of the Empire. From the want of labourers, with a torrid climate, which is less inviting to colonization than that of the South, what is the condition in which the Northern provinces will remain in relation to those of the South? When the North shall have become entirely deprived of slave-labour, when they shall have become at the mercy of the tardy and slow resources of colonization, what will be their destiny? Do they wish to live only at the cost of the South? And is the Government to look on passively at the progress of that phenomenon without having the courage to look its consequences in the face, when our neighbours in the Northern division of this continent give us a sad example of its evil consequences?

Was it not the case, Gentlemen, that when some years ago in the United States the Northern States abolished slavery, and it remained in the Southern States, the industrial interests of the Southern States became entirely opposed to those of the Northern? Was it not after the creation and growth of this diversity of interests that the explosion took place which has not yet terminated? Well, Gentlemen, whilst the North is being daily

drained of its labourers, what will take place? One of two things: either the North will be left entirely without labourers, and then it will be led by necessity, by the nature of things, to create an industry on interests opposed to ours, and its inhabitants in consequence become our enemies; or else the toleration of the Government may be viewed in another light,—the Government, by tolerating such a change in the relations between the different provinces of the Empire, would itself appear to have in view the creation of a principle of diametrical opposition between the North and the South.

No. 95.

Mr. Christie to Earl Russell.—(Received December 22.)

(Extract.)

Rio de Janeiro, November 12, 1862.

IN the Annual Report of the Minister of Marine presented this year, particulars are given as to the numbers of free men and slaves employed in the Brazilian Mercantile Marine in ten out of sixteen provinces; the totals being 29,965 free men and 13,276 slaves. The Minister prefaces these statistics by denouncing them as very far from the truth; and I inclose a translation of his remarks as a proof of the want of good statistics in Brazil, and of this Minister's remarkable candour.

It is strange that a Government like that of Brazil should not take steps to supply a deficiency of which it is so conscious.

Inclosure in No. 95.

Extract from Report of the Minister of Marine on Statistics, 1862.

(Translation.)

BUT he would be ill-advised who should think of founding serious conclusions on such statistics, which I do not hesitate to assert are very far from truth ("muito longe da verdade"). The captains of ports do not possess the means indispensable for an exact and trustworthy census. Without power to give effect to the instructions of the Code of Regulations, without materials, without agents worthy of confidence, how can the captains of ports extend their authority to all the points of their jurisdiction? How could they collect the data on which to base good statistics?

It follows that the registers are not made with exactness and regularity; that entries are not made of individuals who die, abandon the maritime profession, or change their residence; that the same individual figures simultaneously in the registers of two or more captaincies, and as many times in the same register as there are ships in which he has embarked in the course of the year; that the foreigner and the native are inscribed without discrimination; and many other irregularities which it would take a long time to enumerate.

I will add to all this the carelessness and want of skill with which many of these maps are made, being fancifully arranged by clerks to whom almost all the Secretaries commit so tiresome a task; and finally the systematic obstinacy with which uncivilized populations seek to avoid furnishing information of this nature: and you will agree that I have abundant reason for putting you on your guard against the information furnished by such defective documents.

No. 96.

Mr. Christie to Earl Russell.—(Received December 22.)

My Lord,

Rio de Janeiro, November 15, 1862.

IN the "Times" of August 27th was a remarkable letter from the West Coast of Africa about the King of Dahomey, in which much was said of a Brazilian slave-dealer, Domingo Martinez, residing at Whydah, and it was specifically stated that a fine steamer had left Whydah a few months before, for the coast of Brazil, with 1,600 slaves. I have made inquiries about this statement, and am quite satisfied that this steamer was not destined for Brazil and has never come to the Brazilian coast. Domingo Martinez is a Brazilian who carries on Slave Trade extensively with Cuba and the United States; he is also engaged in commerce with Brazil, chiefly with Bahia, but I am assured that this is exclusively legitimate commerce. He was formerly largely engaged in Brazilian Slave

Trade, and in partnership with a Thomas da Costa Ramos, who was banished from Brazil, and now resides at Lisbon, and is carrying on Slave Trade with Cuba. The steamer spoken of in the letter in the "Times" is thought here to have been a steamer employed not long since as a transport by General Garibaldi, and lately bought by Ramos for the Cuban Slave Trade.

I have, &c.
(Signed) W. D. CHRISTIE.

No. 97.

Mr. Christie to Earl Russell.—(Received Decemb'r 22.)

My Lord,

Rio de Janeiro, November 24, 1862.

WITH reference to my despatch of the 12th instant, on the subject of the free Africans at Itapura, I have now the honour to inclose a translation of Regulations which have been since issued by the Minister of Public Works for these free Africans, and which have taken me by surprise. I have received no communication from the Ministry about these Regulations, which are dated the 5th instant, and were published in the official journal on the 15th.

Your Lordship will see that the free Africans in the Itapura naval establishment are to be organized under military discipline, with the name of "Company of Itapura Workmen;" that they are to be employed in road-making and other public works, being clothed and fed, and receiving each man 100 reis (about $2\frac{1}{2}d.$) a-day, and each woman or child 50 reis ($1\frac{1}{4}d.$); that each is to have a small allotment of land and two days in the week for himself; that after six years of service and good conduct, they are to receive letters of emancipation, and that any who, in the meantime, leave the colony, will be subject to punishment.

Every one of the free Africans made over to the Brazilian Government by the Slave Trade Mixed Commission at Rio has already served more than fourteen years, and they are now to commence a new term of six years. The promised payment is nothing in a country where the price of ordinary labour is 2 or 3 milreis (4s. or 6s.) a-day.

In the meantime, though I have been endeavouring, during the last two years, to obtain from Her Majesty's Government information about the free Africans at Itapura, none has been given me; and I cannot inform your Lordship of their number, or periods of service, or ages, or how they came to Itapura.

On the 19th of December, 1860, I wrote to Senhor Sinimbú about sixty blacks, including twenty free Africans, who were said to have been sent from Ypanema to Itapura, reminding him that he had already, in conversation, promised me information about them; and I at the same time expressed a hope that he would assure me that no more of the free blacks of Ypanema would be sent to Itapura, a distant and unhealthy place, to be reached only by a most toilsome journey.

On the 28th of December, 1860, I repeated to Senhor Sinimbú my hope that no more free Africans would be sent to Itapura.

On the 10th of January, 1861, I called Senhor Sinimbú's attention to statements in the report of the Minister of Marine of 1860, that fifty free Africans had left Ypanema for a military colony near Itapura, and thirty more for the naval establishment of that place.

On the 8th of March, 1861, I wrote to Senhor Sinimbú by express instructions from your Lordship, asking for "a list of the free blacks who were handed over by the Mixed Commission to the care of the Brazilian authorities, specifying what has become of them, whether dead, emancipated, or still in service."

On the 3rd of June, 1861, I wrote to the Minister for Foreign Affairs, calling attention to a passage in the report of the Minister of Marine of that year, mentioning the difficulties which attend the naval establishment of Itapura, owing to the unhealthiness of the climate and great distance from peopled districts, and also mentioning the departure of 50 Africans for Itapura, and I requested to be informed whether there were any free Africans among these 50.

Lastly, on the 17th of April of this year, seven months ago, I addressed two notes to Senhor Taques, which obtained your Lordship's approval, reminding him that none of my previous inquiries had been answered; and I am still, my Lord, without any answer to all these inquiries.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure 1 in No. 97.

The Minister of Public Works to the Minister of Marine.

(Translation.)

Most Illustrious and Excellent Sir,

Palace of Rio de Janeiro, November 5, 1862.

THE official letter addressed by your Excellency to the Director of the Naval establishment at Itapura, pointing out the means by which the services of the free blacks in that establishment may be made more available, has been brought to the knowledge of this Ministry; and as those measures may produce real benefit, they are now approved, and are more developed in the Instructions of which I inclose a copy; the necessary orders being this day issued by this Ministry, in order that the same instructions may be fulfilled in what relates to Article 4, it remaining for your Excellency to issue those which belong to your Ministry.

(Signed) J. L. V. C. DE SINIMBU.

Inclosure 2 in No. 97.

Instructions respecting the Free Blacks at Itapura.

Article 1. THE free Africans in the naval establishment of Itapura are to be formed into a regiment, under the title of "The Company of Labourers of Itapura."

Art. 2. The organization of this company, the order, direction, and economy of the services in which they may be employed, its discipline, &c., is to have, as far as possible, a military character.

Art. 3. The company is to be employed in the opening and preservation of roads and paths, in building and in clearing ground, and in any other service peculiar to the Naval Establishment which may be ordered by the Director.

Art. 4. To each of the labourers, besides his clothes and rations, which are already fixed, a payment of 100 reis a-day will be made to every male adult, and of 50 reis to every woman and every minor over twelve years of age.

Art. 5. The labourers will have a right to an allotment of the lands marked out for the Naval Establishment of Itapura, in the same proportion and form in which the Rules of the Colony grant land to colonists of the third class.

Art. 6. The labourers are to have two days allowed them in every week to employ themselves on their own private affairs, it being competent for the Director to designate those days, in order that the regular march of the works of the establishment may not be impeded.

Art. 7. The registered Africans of the Company of Labourers who shall abandon the Colony before receiving their letters of emancipation, will be suitably punished in the manner the Director may think most effectual.

Art. 8. After six years of good service, the Africans who shall have given proofs of regular conduct will enter on the complete enjoyment of their emancipation, receiving the letter to which they are entitled.

(Signed) J. L. V. C. DE SINIMBU.

BRAZIL. (*Consular*)—*Bahia.*

No. 98.

Consul Morgan to Earl Russell.—(Received February 3, 1862.)

My Lord,

Bahia, December 31, 1861.

I HAVE the honour to transmit herewith the Half-yearly Return of the prices of slaves in this city.

I have, &c.

(Signed)

JOHN MORGAN, Jun.

Inclosure in No. 98.

RETURN of the Prices of Slaves within the District of the Consulate of Bahia, at the respective times undermentioned.

	For the half-year ending June 30, 1861.		For the half-year ending December 31, 1861.	
	Currency.	Sterling.	Currency.	Sterling.
	Reis.	£ s. d.		
African Males	1,200,000	130 0 0	} No alteration in prices.	
" Females	1,000 000	108 6 8		
Creole Males	1,000 000	108 6 8		
" " with profession .	1,500 000	162 10 0		
" Females	600\$ to 800\$	65 0 0 to 86 13 4		

N.B.—During the year 1860, 1,771 slaves were exported to Rio de Janeiro.

British Consulate, Bahia, December 31, 1861.

(Signed)

JOHN MORGAN, Jun., *Consul.*

No. 99.

Consul Morgan to Earl Russell.—(Received April 7.)

My Lord,

Bahia, March 10, 1862.

SOME fifteen days ago Senhor Moncorvo, a Brazilian capitalist and merchant of this city, holding a highly respectable position, and a Lieutenant-Colonel of the National Guard, called upon me to inquire whether there were any difficulties to be apprehended against his sending one of his vessels, under the Brazilian flag, to the coast of Africa with a lawful cargo, and strictly employed in a legal commerce. He said he applied to me on this subject, as for several years he had traded to the coast of Africa under a severe dependence on Sardinian, Portuguese, and German merchants, under whose flags he had been induced to place his vessels, as he was constantly told it would be madness to send them under the Brazilian flag for fear of becoming a certain prize to Her Majesty's cruizers. He desired me, therefore, to state to him candidly my opinion on this subject, as I must be well aware that he commenced business when the traffic had entirely ceased in Brazil; that he had too much to lose in such illegal speculations; and, finally, that the Traffic by Brazilians had always been an exception, as it had been entirely carried on by the Portuguese. He finally declared that he believed the reports so industriously spread by the Portuguese and Germans of violence against the Brazilian flag was a pretence to keep the whole carrying trade under their respective nationalities, and thus to place the legal commerce of Brazil to the coast of Africa, under their sole dependence and monopoly.

I replied to Senhor Moncorvo that I was fully aware of all those reports; and how

much interest the Portuguese and Germans had in keeping in their own hands the legal trade of this port with the coast of Africa, and he did no more than justice in supposing that the British Government in putting down an abominable Traffic, to which the Brazilian Government had become a party, could have no interest in view in excluding the Brazilian flag from the coast of Africa; that, in short, such exclusion did not exist, as Her Majesty's cruisers had never interfered with any flag in a legal and honest traffic; that at one time it was impossible not to suspect the Brazilian flag so long as the Slave Trade was active on the coast of Brazil; but as Her Majesty's Government had recognized that Brazil had done its duty at last, and as the Traffic was now, fortunately, only a tradition of the past, Senhor Moncorvo should be under no apprehension of a seizure of any of his vessels by British cruisers if they were exclusively engaged in legal commercial undertakings. This point rested solely with him, and the instructions he might give to the masters of his ships. I further added that his fears were groundless, especially as he told me his commerce was direct to the port of Lagos, which is now a British dependency, and from which no flag was excluded if solely engaged in legal trade.

After this conversation, Senhor Moncorvo gave out on 'Change his determination to send one of his own vessels under the flag of his country to the coast of Africa, to the no small disappointment of the Portuguese merchants, who tried, for purposes well understood, to dissuade him from so doing, and placing in *terrorem* before him the violence of the British cruisers.

In yesterday's paper an article on the subject made its appearance, a translation of which I have the honour to inclose.

I shall forward a copy of this despatch to Her Majesty's Minister in Rio.

I have, &c.

(Signed)

JOHN MORGAN, Jun.

Inclosure in No. 99.

Extract from the "Jornal de Bahia" of March 9, 1862.

(Translation.)

IT is a long time since the Brazilian flag has been excluded from the commerce of the Coast of Africa, and thus deprived of enjoying the commercial and national advantages which Brazil was in possession of during a length of time.

Since the extinction of the traffic the simple fact of the Brazilian flag being found on the Coast of Africa was supposed to be a proof that it was engaged in the Slave Trade, and occasioned great abuses, so much so that no one attempted to send a cargo of produce under the Brazilian flag; and that commerce was consequently seized by the Sardinians, Americans, &c., in which they derived great advantages.

But however great might have been the violence and injustice practised by England against our commerce at one time, we feel convinced that enlightened as she is, she will not consent to treat us unjustly or deprive us of transporting our merchandize for exchange on the Coast of Africa, entertaining a traffic which will enrich us, and permit us at the same time as large consumers of England to continue so.

We feel persuaded, therefore, that our flag will be respected, the more so as no country has given greater proof of loyalty in suppressing the traffic as soon as Brazil felt persuaded of the necessity to put an end to it; and we trust the British cruisers will do us justice, and not compromise their Government by annoying our licit trade.

We therefore call the attention of the worthy British Consul in this province, and that of the Minister of England in Brazil, in order that they may advise their Government of the intention of the Brazilians to continue our national commerce with Africa; that orders may be issued to its cruisers on that coast to respect our rights, in order that its good intentions may thus be ascertained, and an opinion be formed whether it was from the abuses practised, or in consequence of the profits realized by those foreign flags, that the report has been purposely spread that it was madness to send our flag to those waters; we must, therefore, be sure that England does not support such reports, but rather is desirous of attenuating such ideas, which in the present period have no grounds to subsist.

Senhor Moncorvo has sent a cargo to the Coast of Africa under our own flag. We consider this act of Senhor Moncorvo of great importance, full of significance, and highly patriotic; because in the opinion of many he runs great risks, but without listening to terrorists, firm in his conscience and on his rights, he sends his property in a Brazilian vessel in order to ascertain whether the iniquities of another period (in which we do not believe) are continued, or whether a new era is to be opened to our navigation and national commerce.

Under every circumstance Senhor Moncorvo's patriotism is incontestable.

No. 100.

Earl Russell to Consul Morgan.

Sir,

Foreign Office, April 8, 1862.

I HAVE received your despatch of the 10th ultimo, together with its inclosure, and I have in reply to acquaint you that I entirely approve of your having assured Senhor Moncorvo that he need be under no apprehension of the seizure and detention of his vessels by British cruisers on the African Coast as long as such vessels are exclusively engaged in lawful commercial undertakings.

It is the policy no less than the interest of Her Majesty's Government to encourage and develope, as much as possible, legitimate trade on the Coast of Africa, because by so doing they are taking the most sure course for the extinction of the Slave Trade; and Brazilian vessels so far from being captured by British cruisers would, on the contrary, as long as they are engaged in lawful pursuits receive that protection and assistance which is always afforded by the Commanders of British cruisers to the vessels of friendly and allied Powers.

I am, &c.
(Signed) RUSSELL.

No. 101.

Consul Morgan to Earl Russell.—(Received August 6.)

My Lord,

Bahia, June 30, 1862.

I HAVE the honour to transmit herewith the half-yearly return of the prices of slaves in this city.

I have, &c.
(Signed) JOHN MORGAN, Jun.

Inclosure in No. 101.

RETURN of the Prices of Slaves within the District of the Consulate of Bahia, at the respective times undermentioned.

Description.	For the half-year ending December 31, 1861.				For the half-year ending June 30, 1862.			
	Currency.		Sterling.		Currency.	Sterling.		
African Males	Reis.	Reis.	£	s. d.	£	s.	d.	No alteration in prices.
" Females	...	1,200\$	...	...	180	0	0	
" Creole Males	...	1,000\$	...	...	108	6	8	
" with profession	...	1,000\$	...	...	108	6	8	
" Females	...	1,500\$	...	...	162	10	0	
	600\$	to 800\$	65	0 0 to	86	13	4	

British Consulate, Bahia, June 30, 1862.

(Signed) JOHN MORGAN, Jun., Consul.

No. 102.

Consul Morgan to Earl Russell.—(Received August 6.)

My Lord,

Bahia, July 8, 1862.

I BEG to hand herewith to your Lordship copy of a despatch I addressed to Her Majesty's Legation, in reply to queries relating to emancipated Africans, and slavery in general, in this province.

I have, &c.
(Signed) JOHN MORGAN, Jun.

Inclosure 1 in No. 102.

Consul Morgan to Mr. Christie.

Sir,

Bahia, June 14, 1862.

YOUR circular despatch of the 12th June of last year was not replied to at an earlier period owing to the difficulties which the very nature of the information required must at once make apparent.

The points upon which I am instructed to inform are three in number; and in the order they were put I beg permission to reply:—

1st. That no free Africans of those emancipated by the Slave Trade Mixed Commission of Rio de Janeiro were consigned to or delivered up to this Provincial Government. Indeed, if my memory does not betray me, all Africans emancipated, up to a certain period, were delivered up to the Central Government, one only lot effectively receiving their liberty, under the auspices of Her Majesty's Legation, in 1845 or 1846, because the term of their apprenticeship with the Misericordia Hospital then expired.

The greater number of the other liberated Africans, under one pretext or another, were sent, in various directions, into the Provinces of Rio de Janeiro and Minas Geraes.

2ndly. In relation to the Africans captured by Brazilian cruizers on this coast, and emancipated by the authorities after the termination of the Slave Trade Commission in 1845, I am now enabled to transmit to you, in conformity to your desire, a full and complete list of the same.

These Africans are, in general, well-treated, and most certainly not overworked. They are variously employed on the public works by the Municipality, and in the public hospitals and cemeteries of this city. None are hired to private individuals.

Five of the Africans employed on the public works were sent down to Rio by the last steamer, as it was discovered they were the chiefs and instigators of numerous thefts which had been committed about town within the last six months.

3rdly. The estimate of the number of Africans held in slavery illegally within this Consular district, and imported since 1831, is a very difficult matter to ascertain. Registration does not exist, with the exception of slaves taxed, who follow some industrial profession; while those employed in agricultural pursuits, by far the largest number, are untaxed. The nearest probable average (and I believe I am not far wrong) of such illegal importations, from 1831 to the 7th November, 1851, when the last importation into this province took place, when those landed from the Sardinian brig "*Relampago*" were seized (saving, likewise, the capture off the coast of the American schooner "*Mary E. Smith*" in 1856), may be estimated at 12,000 per annum, or about 240,000 in all. From this number at least half must be deducted in exports coastwise to Rio Grande do Sul, but principally to Rio de Janeiro, by the Brazilian steamers.

Bozal negroes were not then advertised for sale, but were disposed of on the estates where landed. Towards the latter period of the Traffic the strongest in might did not scruple to appropriate to himself any fine lot that struck his fancy, without caring to pay for it, but for smuggled property in the general run of business a bill of sale was unknown. Bills of exchange were given to the importer for "value received," at long periods, and at heavy interest.

It was with such and other facilities that this horrible Traffic, with all its demoralizing incidents, at one time so sadly changed the naturally benevolent disposition of the Brazilians. Fortunately a much better feeling now pervades, when all idea of its necessity has faded away from the public mind. At the present period advertisements for the sale of blacks often appear in the public prints, but age is seldom mentioned; not from fear, but because no one would ever question the ownership of a slave, who is only considered as a property disposable at will, like any other household chattel. Indeed, were the question of registration of slaves *ex abrupto* to be ventilated, and owners required to produce papers to legalize their sale, three-fourths of the slaves in the country would have to be declared free; but such a measure would most assuredly cause immense embarrassment to the country and to its Government.

Having so far replied to the three points put to me, permit me, Sir, while upon this subject to add a few observations from my own experience of the country, which the momentous question of slavery naturally brings to mind, considering it in its bearings in relation to Brazil in the manner it is now being ventilated between the Northern and Southern States of America.

As a nation I must state, the Brazilian is a mild slave-owner, the very reverse of the Portuguese, who were the tempters and promoters of the abominable Traffic, which so greatly contributed to the retardment and civilization of Brazil. Independent of the large

profits then acquired, slave-trading was a political engine of no mean value the Portuguese so long held to influence their position in the country, even over the Government, to the detriment of the best interests of the Empire. It is so far true, that on the expiration of the legal period for its cessation in 1831 the Traffic did *de facto* cease, and the Imperial Government, then labouring under the difficulty of its position, namely, a revolutionary period and the minority of the reigning Sovereign, for more than eighteen months exerted all its influence to make that cessation permanent. The atrocities then committed at Santos Campos and other places, by sewing up the witnesses in wicker-baskets, and throwing them into the rivers, where their bodies were afterwards discovered, proved that a strong organized plan existed to carry on the Traffic, and that its subaltern authorities on the coast were powerless to prevent it, and Government itself impotent, under the then critical circumstances of the country, to support those authorities.

On the majority of the Sovereign, and the greater power of Government joined to the action of Her Majesty's cruisers, the final extinction of the Traffic naturally caused the illegal influence of the Portuguese, so monstrously acquired, by becoming the creditors of the large agricultural and industrial classes of society, equally to come to an end. I know this has been a cause of great congratulation to many respectable Brazilians, irrespective of the claims of humanity; because I do not believe that slavery in Brazil, as an institution, has such deep root in the public mind as it obtains in the United States. Education has made great progress, and with the illustration of the country a more humane feeling has been growing up.

Often has it been said to me that slavery has been compulsorily engrafted on the country, like other abnormal institutions inherited from the Portuguese, which they, the Brazilians, would gladly see gradually give way to a liberal system of colonization. But this change, to be beneficial and productive of good, must be preceded by the reformation of Brazilian legislation on matters connected with inheritances, naturalization, and mixed marriages.

The great focus of slavery now in Brazil is the Province of Rio de Janeiro; from thence comes the continued demand from the great coffee estates, which for the last ten years has been draining the Northern Provinces of its labour, as well as of its refuse not engaged in agriculture.

The occurrences, therefore, that are now taking place in the Northern and Southern sections of America, and the principles which seem to govern that mighty contest, has been viewed in the proper light by influential people residing in this Province, some of whom have occupied the highest positions in the State. Amongst these I lately heard a Senator of the Empire declare that those events must sooner or later react with force in Brazil, and in such a manner as to be irresistible, but that in the meantime the guarantee for the support of slavery, until that period shall arrive, rested alone on the wealthy coffee-planters in Rio; and should the supply from the North cease, which in itself is insignificant to the demand, slavery as an institution would be a burden which the sooner it was got rid of would be most advantageous to the country; being of course preceded by proper measures to promote immigration. And, moreover, as the per-centage of births was much below the mortality of the slave, and the Traffic had ceased for ever, it was more than certain that a difficult period was in store for Brazil.

I believe this subject is more calmly viewed in this Province and in the north than at Rio de Janeiro. A large free population inhabit both Bahia and Pernambuco. Putting aside the large sugar estates on the seaboard, where, of course, the want of slaves would be mostly felt, the interior of both Provinces in their populations possess greater resources than that of Rio de Janeiro. A convincing proof of this has been observed in the superabundance of free labour offered on both the railway lines of the former, while very recently the Chairman of the Dom Pedro line has declared to the Government, that that line could not be constructed without the employment of slave labour, the reverse of what we witness here in the north.

I have, &c.

(Signed) JOHN MORGAN, Jun.

Inclosure 2 in No. 102.

SUMMARY of the List transmitted to Mr. Christie, showing how the Emancipated Africans in the Province of Bahia are accounted for.

							Nos.
Captured September 8, 1851, from polacca "Ultimação"	..	..	..	..	..	..	109
" October 30, 1851, brig "Relampago"	..	..	..	..	..	..	307
" January 30, 1856, yacht "Mary E. Smith"	..	..	..	..	..	..	313
Exist in this Province	..	..	..	..	..	..	341
Sent to the Amazons	..	..	..	..	..	..	24
Forwarded to Rio de Janeiro	..	..	..	..	..	..	25
Runaways	..	..	..	..	..	..	31
Dead	..	..	..	..	..	..	308
							729

British Consulate, Bahia, June 14, 1862.

(Signed)

JOHN MORGAN, Jun., *Consul*.

No. 103.

Consul Morgan to Earl Russell.—(Received November 3.)

My Lord,

Bahia, September 24, 1862.

IN my despatch of the 8th July last, when I transmitted to your Lordship copy of a report addressed to Her Majesty's Minister at Rio in reply to queries on slavery in this province, I stated that that institution did not appear to me to have such deep root in public opinion, although still maintained from habit inherited from the Portuguese, and in the absence of a proper substitute.

I have now great pleasure in communicating the philanthropic act of four ladies residing on their estate at Embira, in the municipality of Cachoeira, in this province, Donna Ignez Maria da Conceição, Donna Angelica Maria da Conceição, Donna Maria Francisca da Conceição, and Donna Anna Francisca da Conceição, who have spontaneously and without reserve emancipated all their slaves, young and old, to the number of 73, and moreover caused their letters of emancipation to be duly registered by the public notaries of that city.

Such a noble act deserves to be mentioned, and I sincerely trust it will find imitators.

I have, &c.

(Signed)

JOHN MORGAN, Jun.

BRAZIL. (*Consular*)—*Pará*.

No. 104.

Consul Vredenburg to Earl Russell.—(*Received February 3, 1862.*)

My Lord,

Pará, December 31, 1861.

I HAVE the satisfaction of reporting that no attempt has been made to revive the African Slave Trade within this Consular district since the date of my last despatch, and that there is no probability of its renewal.

I have, &c.
(Signed) W. VREDENBURG.

No. 105.

Acting Consul Hervey to Earl Russell.—(*Received August 6.*)

My Lord,

Pará, July 7, 1862.

I HAVE the honour to forward herewith a Return of the prices of slaves within the district of this Consulate during the last half-year, by which it will be seen that there has been a perceptible increase in the price of slaves since the last Return.

I have, &c.
(Signed) ROBERT H. HERVEY.

Inclosure in No. 105.

RETURN of the Prices of Slaves within the District of the Consulate of *Pará*, during the Half-year ending June 30, 1862.

	Reis.	Reis.	£ s. d.	£ s. d.	
Males	1,200\$000	to 1,600\$000	133 0 0	to 177 0 0	There has been a perceptible increase in the prices of slaves since the last Return.
Ditto (with trades) ..	1,500\$000	2,000\$000	166 0 0	222 0 0	
Females	1,000\$000	1,400\$000	111 0 0	144 0 0	
Children (from 2 to 7) ..	200\$000	700\$000	22 0 0	77 0 0	

British Consulate, Pará, July 7, 1862.

(Signed)

ROBERT H. HERVEY, *Acting Consul.*

No. 106.

Acting Consul Hervey to Earl Russell.—(*Received August 6.*)

My Lord,

Pará, July 7, 1862.

I HAVE the honour to inform your Lordship that there has been no attempt to renew the African Slave Trade within the limits of this Consulate during the last quarter, and that there is no probability of its renewal.

I have, &c.
(Signed) ROBERT H. HERVEY.

No. 107.

Acting Consul Hervey to Earl Russell.—(Received November 22.)

My Lord,

Pará, October 6, 1862.

I HAVE the honour to inform your Lordship that there has been no attempt to renew the African Slave Trade within the limits of this Consulate during the last quarter, ended 30th September, 1862.

I have, &c.

(Signed) ROBERT H. HERVEY.

BRAZIL. (*Consular.*)—*Pernambuco*.

No. 108.

Acting Consul Gollan to Earl Russell.—(Received February 21.)

My Lord,

Pernambuco, January 11, 1862.

I HAVE to inform your Lordship that no overt act of African Slave Trade has taken place within the limits of this Consulate, or the Vice-Consulates under it, during the past year.

I have, &c.

(Signed) ALEX. GOLLAN.

BRAZIL. (*Consular*)—*Rio Grande do Sul.*

No. 109.

Consul Vereker to Earl Russell.—(*Received February 3, 1862.*)

My Lord,

Rio Grande do Sul, December 9, 1861.

I HAVE the honour to inclose the copy of a despatch I felt it right to address to Mr. John McGinity, in reference to his possession of a negress named Gemina, it having appeared at the inquest on the body of that negress that she had been lately purchased by Mr. McGinity, who is a natural-born British subject, and has been as such registered in the books of this Consulate.

Mr. McGinity in his reply, a copy of which is inclosed, does not deny the possession of the slave, but tries to justify himself on the ground that he had been naturalized as a Brazilian subject, and I am satisfied that he has been so naturalized prior to his purchasing the slave in question.

I would venture to observe generally, on cases such as the present, that there are many British subjects in this country who, for the sake of being enabled to exercise certain employments reserved to Brazilians, or for other reasons, obtain letters of Brazilian naturalization, but without the intention of abandoning their rights as British subjects, and, in fact, often after leaving this country, they claim and obtain such rights, as it may be easy for them to prove their nationality as British subjects, and the circumstance that they obtained, when in Brazil, letters of Brazilian naturalization, may be either unknown or difficult of proof. It is also to be noticed that such persons are, even here, vulgarly looked upon as British subjects, though in law as Brazilians; consequently an example on their part, in dealing in slaves, notwithstanding the comprehensive provisions of the Act 6 and 7 Vict., cap. 98, has a specially injurious effect.

A similar observation occurs in reference to the dealing in slaves by persons born in Brazil, but recognized as British subjects.

I have, &c.
(Signed) H. P. VEREKER.

Inclosure 1 in No. 109.

Consul Vereker to Mr. McGinity.

Sir,

Rio Grande do Sul, November 27, 1861.

MY attention having been called to the circumstance that a young negress named Gemina, whose body was found on the 11th instant near the new hospital, was alleged to have been purchased by you as a slave, and to have been held by you as such prior to her decease, I have to request that you will give me soon such explanation as you may think fit upon the subject, particularly regarding the manner in which you became possessed of that negress, for, as a British-born subject, you must be fully aware that under British law it is not lawful (unless in specially excepted cases) for any persons to purchase or sell, or in any manner to trade or deal in slaves, or persons intended to be dealt with as slaves; and, besides, such acts are thoroughly repugnant to British feeling, and tend to defeat the noble efforts of Her Majesty's Government to crush the Slave Trade.

I have, &c.
(Signed) H. P. VEREKER.

Inclosure 2 in No. 109.

Mr. McGinity to Consul Vereker.

Sir,

Rio Grande do Sul, December 5, 1861.

HAVING received a despatch from you on the 27th of November past, in which you request me to give you information respecting the body of a young negress who was found drowned on the 11th of November in this port, it being alleged that the said negress was held by me as a slave; and my answer to this your question is, that the said negress was working out her freedom with me as a house servant, and as I suppose that your reason for questioning me on this subject was that you supposed me to be a British subject, which I beg to inform you that I am not, as I am a legally naturalized citizen of Brazil, therefore a subject of His Majesty Dom Pedro II, Imperador do Brazil, enjoying all privileges and rights of a citizen of the Brazil, and by adopting the Brazils as my country I by this act renounced all rights and titles that I have held or might hold as a British subject for the future; therefore as a subject of His Majesty Don Pedro II, I consider that I am at perfect liberty to purchase or sell a slave if I think proper, as long as ever the laws of my country, the Brazil, will permit me so to do.

I have, &c.

(Signed) JOHN MC GINITY

No. 110.

Earl Russell to Consul Vereker.

Sir,

Foreign Office, February 19, 1862.

I HAVE received your despatch of the 9th of December last, and I have to convey to you my approval of the letter which you addressed to Mr. McGinity remonstrating with him for his having purchased a slave woman named Gemina; and I have to inform you that although Her Majesty's Government cannot take any proceedings against Mr. McGinity, who has become a naturalized Brazilian subject, while he is in Brazil, he will nevertheless, if found anywhere within British jurisdiction, be liable to prosecution as a British subject, as he cannot renounce his allegiance to Her Majesty.

I am, &c.

(Signed) RUSSELL.

No. 111.

Consul Vereker to Lord J. Russell.—(Received March 6, 1862.)

My Lord,

Rio Grande do Sul, December 31, 1861.

I HAVE the honour to inclose a Return showing the average prices of slaves in the past six months, compared with the prices in the preceding half-year.

I have, &c.

(Signed) H. P. VEREKER.

Inclosure in No. 111.

RETURN showing the Average Prices of Slaves in the Province of Rio Grande do Sul, during the Six Months ending December 31, 1861, compared with the Prices in the preceding Half-year.

Classes of Slaves.	Average Prices in Six-Monthly Periods to				Difference in Price in last Six Months.	
	June 30, 1861.		December 31, 1861.		Increase.	Decrease.
	Currency.	Sterling.	Currency.	Sterling.	Sterling.	Sterling.
	Reis.	£ s. d.	Reis.	£ s. d.	£ s. d.	£ s. d.
<i>Agricultural.</i>						
Males	1,200\$000	130 0 0	1,300\$000	130 0 0		
Females	1,200 000	130 0 0	1,250 000	125 0 0	..	5 0 0
<i>Domestic.</i>						
Males	1,400 000	151 13 4	1,500 000	150 0 0	..	1 13 4
Females	1,250 000	135 8 4	1,375 000	137 10 0	2 1 8	
<i>Mining</i>	None.					
<i>Newly Imported</i> . .	None.					

Exchange, first six months, 26*d.* for milreis ; second six months, 24*d.* for milreis.

British Consulate, Rio Grande do Sul, December 31, 1861.

(Signed)

H. P. VEREKER, *Consul.*

No. 112.

Consul Vereker to Earl Russell.—(Received June 20.)

My Lord,

Rio Grande do Sul, May 3, 1862.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 19th February last, in which your Lordship is pleased to convey your approval of the communication I addressed to Mr. John McGinity regarding the purchase by him of a negress named Gemina. I have felt it right to address to Mr. McGinity the further despatch, of which a copy is inclosed, embodying your Lordship's views, and I trust it may serve as a warning not only to him, but to other British subjects similarly circumstanced.

I have, &c.

(Signed)

H. P. VEREKER.

Inclosure in No. 112.

Consul Vereker to Mr. McGinity.

Sir,

Rio Grande do Sul, May 3, 1862.

I TRANSMITTED to Her Majesty's Principal Secretary of State for Foreign Affairs copies of my despatch to you of the 27th November last, and of your reply of the 5th December last, relating to the purchase by you of a negress named Gemina, in contravention of the British Acts of Parliament enacted for the prevention of Trade in Slaves. I have received from Earl Russell a despatch upon this subject, in which his Lordship, whilst conveying approval of my communication to you, informs me that though Her Majesty's Government do not take any proceedings against you while you remain in Brazil, as you have become a naturalized Brazilian subject, nevertheless you will, as a British subject, be liable to prosecution if found anywhere within British jurisdiction, as you cannot renounce your allegiance to Her Majesty.

I have, &c.

(Signed)

H. P. VEREKER.

No. 113.

Consul Vereker to Earl Russell.—(Received August 6.)

My Lord,

Rio Grande do Sul, June 30, 1862.

I HAVE the honour to inclose a Return showing the average prices of slaves in this province during the past six months, compared with the prices in the preceding half-year.

I have, &c.

(Signed) H. P. VEREKER.

Inclosure in No. 113.

RETURN showing the Average Prices of Slaves in the Province of Rio Grande do Sul, during the Six Months ending June 30, 1862, compared with the Prices in the preceding Half-year.

Classes of Slaves.	Average Prices in Six-Monthly Periods to				Difference in Price in last Six Months.	
	December 31, 1861.		June 30, 1862.		Increase.	Decrease.
	Currency.	Sterling.	Currency.	Sterling.	Sterling.	Sterling.
	Reis.	£ s. d.	Reis.	£ s. d.	£ s. d.	£ s. d.
<i>Agricultural.</i>						
Males	1,300\$000	150 0 0	1,400\$000	145 16 8	15 16 8	
Females	1,250 000	125 0 0	1,250 000	130 4 2	5 4 2	
<i>Domestic.</i>						
Males	1,500 000	150 0 0	1,600 000	166 13 4	16 13 4	
Females	1,375 000	137 10 0	1,400 000	145 16 8	8 6 8	
<i>Mining</i>	None.	•				
<i>Newly Imported</i> ..	None.					

Exchange, first six months 2s. for milreis; second six months 2s. 1d. for milreis.

British Consulate, Rio Grande do Sul, June 30, 1862.

(Signed)

H. P. VEREKER, Consul.

BRAZIL. (Consular)—Rio de Janeiro.

No. 114.

Consul Westwood to Lord J. Russell.—(Received March 6.)

My Lord,

Rio de Janeiro, January 12, 1862.

I HAVE the honour to transmit herewith a Return showing the price of slaves in this province during the six months ending on the 31st ultimo.

I have, &c.

(Signed) JNO. J. C. WESTWOOD.

Inclosure in No. 114.

PAPER showing the Price of Slaves in the Province of Rio de Janeiro during the Half-year ending on December 31, 1861, as far as can be ascertained by Her Majesty's Consul at Rio de Janeiro.

Class of Slaves.	Prices of Slaves.						Price of Slaves as per last Return, in Sterling.				Remarks.			
	In Currency.		In Sterling.											
	Reis.	Reis.	£	s.	d.	£	s.	d.	£	s.		d.		
<i>Agricultural.</i>														
Males	1,000\$000	to 1,800\$000	112	10	0	to 202	10	0	112	10	0	to 202	10	0
Females	1,000 000	1,500 000	112	10	0	168	15	0	112	10	0	168	15	0
<i>Mining.</i>														
Males	} About the same as Agricultural.													
Females														
<i>Domestic.</i>														
Males	1,200 000	2,000 000	135	0	0	225	0	0	135	0	0	225	0	0
Females	1,000 000	1,800 000	112	10	0	202	10	0	112	10	0	202	10	0
<i>Newly Imported.</i>														
Males	} None landed within the District of this Consulate during the last six months.													
Females														

No observable alteration in the price of slaves, in this province, has taken place since the last Return.

British Consulate, Rio de Janeiro, January 12, 1862.

(Signed) JNO. J. C. WESTWOOD, Consul.

No. 115.

Acting Consul Hollocombe to Earl Russell.—(Received September 3.)

My Lord,

Rio de Janeiro, July 18, 1862.

I HAVE the honour to transmit herewith a Return showing the average prices of slaves within the district of this Consulate during the half-year ending on the 30th ultimo.

I have, &c.

(Signed) THOS. HOLLOCOMBE.

Inclosure in No. 115.

RETURN of the Average Prices of Slaves within the District of the British Consulate at Rio de Janeiro, during the Half-year ending June 30, 1862, as far as can be ascertained by Her Majesty's Acting Consul at that Port.

Class of Slaves.	Prices of Slaves.						Price of Slaves as per last Return, in Sterling.							
	In Currency.		In Sterling.											
	Reis.	Reis.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<i>Agricultural.</i>														
Males	1,000\$000	to 1,800\$000	107	6	0	to 193	2	0	112	10	0	to 202	10	0
Females	1,000 000	1,500 000	107	6	0	160	18	0	112	10	0	168	15	0
<i>Domestic.</i>														
Males	1,200 000	2,000 000	129	3	0	214	12	0	135	0	0	225	0	0
Females	1,000 000	1,800 000	107	6	0	193	2	0	112	10	0	202	10	0
<i>Mining</i>	About the same as Agricultural.													
<i>Newly Imported</i> ..	None landed within the District of this Consulate during the last six months.													

British Consulate, Rio de Janeiro, July 18, 1862.

(Signed)

THOS. HOLLOCOMBE, *Acting Consul.*

CENTRAL AMERICA.

No. 116.

Earl Russell to Mr. Mathew.

Sir,

Foreign Office, July 28, 1862.

I HAVE to acquaint you that the Board of Admiralty have communicated to this Office copies of a letter and its inclosures from Commander Wilson, of Her Majesty's ship "Spiteful," reporting the circumstances under which he boarded, in the port of Truxillo, on the 28th of May last, a screw steam-vessel under Spanish colours, which there is little doubt had just landed a cargo of slaves in Cuba.

The vessel in question was the "*Noc Daqui*," which according to information received by Her Majesty's Government has for some time been engaged in the Cuban Slave Traffic.

The particulars of this case, I am informed, have been brought to your notice by Commodore Dunlop, of Her Majesty's ship "*Imaum*," and it will not therefore be necessary that I should furnish you with a copy of Commander Wilson's Report.

I have, however, to desire that you will bring the conduct of the Governor of Truxillo in this affair to the notice of the Government of Honduras, and if the result of the inquiries which on the receipt of Commodore Dunlop's communication you will doubtless have made in this matter should lead you to believe that the port of Truxillo is resorted to by slavers for the purpose of equipment, you will request that the Governor and other authorities, who cannot be ignorant of the character of the vessels frequenting the port, may be dismissed from their posts, and that stringent orders may be issued to prevent vessels from fitting out for the Slave Trade in the ports of Honduras.

I am, &c.

(Signed) RUSSELL.

No. 117.

Mr. Mathew to Earl Russell.—(Received September 14.)

My Lord,

Guatemala, July 28, 1862.

I RECEIVED on the 9th instant from Mr. Kirkpatrick, Acting Consul at Comayagua, and subsequently from Commodore Dunlop in Jamaica, the account of a very discreditable occurrence with regard to a supposed slaver in the harbour of Truxillo, in the Republic of Honduras.

It appears that on the 28th of May Commander Wilson, of Her Majesty's ship "Spiteful," found in the harbour of Truxillo a large steamer (the "*Noc Daqui*"), under Spanish colours, which, from information he received, and from subsequent examination and depositions, he felt convinced was a slaver.

The Governor of the town, Señor Fonseca, who at first personally admitted that he shared this conviction, and expressed his regret that he had no force to seize her, subsequently denied this admission, refused Captain Wilson's offer of sufficient aid, and declared himself perfectly satisfied with the explanations he had received, and persuaded of the legal character of the vessel.

The circumstances of the case so clearly evidenced the correctness of Commander Wilson's allegation, and the consequent gross misconduct of Señor Fonseca, that I immediately addressed an energetic note on the subject to the Government of Honduras.

I have since received, with great satisfaction, the official information that Governor Fonseca has been removed from his office, and is now in prison awaiting his trial.

It is reported that the steamer "*Noc Daqui*" was subsequently captured by a Spanish vessel off Cuba, and has been declared a good prize.

Señor Fonseca was appointed to office by the late President of Honduras, Guardiola, and I have every reason for hoping that, if the administration of Señor Castellanos meets with due support, the disgraceful state of demoralisation evidenced in every public Department in the Republic of Honduras will be remedied.

I have, &c.
(Signed) GEORGE B. MATHEW.

No. 118.

Mr. Mathew to Earl Russell.—(Received November 14.)

My Lord,

Guatemala, September 26, 1862.

IN reply to your Lordship's despatch of the 28th of July, respecting the conduct of Señor Fonseca, Commandant at Truxillo, I have only to add to my previous communication that this person, apparently by the connivance of the local authorities, had left that port, and arrived at Comayagua, but was immediately arrested by the order of the President Castellanos, and sent back under escort to await his trial.

I suspect, however, from the despatch of Mr. Acting Consul Kirkpatrick, who states that Señor Fonseca had been warmly received by numerous friends in the capital, and had been entertained on the day of his arrival by Señor Colindres, the late President, Guardiola's Minister, that the best efforts of Señor Castellanos to inflict any further punishment on him than the mere dismissal from his post, will, in the general social demoralisation of Honduras, be unsuccessful.

I have, &c.
(Signed) GEORGE B. MATHEW.

No. 119.

Acting Consul Kirkpatrick to Earl Russell.—(Received November 14.)

My Lord,

Comayagua, July 4, 1862.

I HAVE the honour to communicate to your Lordship the following statement which I have just received from Truxillo, concerning the slaver "*Noc Daqui*," which was fitted out in that port.

It appears that a steamer entered the port of Truxillo on the 10th May. Various unusual proceedings caused her to be suspected of being employed in the Slave Trade, and this was soon proved by the strongest evidence.

There is every reason to believe that she had just returned from the coast of Africa, and that after landing a cargo of slaves on the Island of Cuba she came to Truxillo to fit out for another voyage.

The Commandant of the port, Don Antonio Fonseca, and the other authorities, were evidently in connivance with the slaver. Besides using every means to shield her, he allowed her to sail in spite of the remonstrances of Commander Wilson, of Her Majesty's steam-ship "*Spiteful*," which arrived at Truxillo shortly after the "*Noc Daqui*."

It will be satisfactory to your Lordship to know that as soon as the Government of Honduras was informed of what had taken place, orders were dispatched to degrade the Commandant from his office, to put him in prison, and to try him according to the laws of the country.

As the Judge of First Instance was suspected to be implicated in the transaction, the Second Alcalde was appointed to carry out the first judicial proceedings.

The latest advices from Truxillo inform me that Commandant Fonseca has already been dismissed from his office, and incarcerated.

I will add that the President is taking steps to bring up to Comayagua the slaves reported to have been dropped at Roatan, with the view of providing for them.

The following statement, collected from various sources in Truxillo, gives the strongest evidence that the "*Noc Daqui*" was a slaver, and that the Commandant of the Port was aiding and abetting her.

On the 10th May the iron steamer "*Noc Daqui*" entered the port of Truxillo, under Spanish colours.

The declarations made to the Custom-house officers by the captain were of such a

nature as to awaken the suspicion that she was employed in the Slave Trade. He stated that she was of 533 tons, and was returning in ballast from the mouth of the Mississippi, where he had made fruitless attempts to run the blockade, in order to procure a cargo of cotton at New Orleans.

Further investigations confirmed the suspicions which had been entertained, and the whole population of the port were unanimous in denouncing her as a slaver.

The Government authorities, however, with the exception of the Mayor de Plaza, behaved in a most unqualified manner, and endeavoured to hush up the matter.

On the 16th eleven of the crew were sent off to Batabano in the "*Dolphin*." A little later thirteen more were dispatched to the same place in the schooner "*Kate*."

These men were furnished with passports by the Commandant, Señor Fonseca. There only remained on board the captain and mate: thus the crew in all consisted of twenty-six men, including the latter.

Towards sunset Her Majesty's steamer "*Spiteful*" entered the port. The Commander, Wilson, proceeded immediately on shore, and made every effort to collect information from the authorities and residents.

The Commandant is reported to have answered the questions put to him by Captain Wilson in the most evasive manner.

On the 28th the schooner "*Anita*" came in sight. A signal flag was displayed from the "*Noc Daqui*," which was immediately answered by corresponding signals from the schooner.

The latter, on entering the port, anchored close to the "*Noc Daqui*." She came from Havana, with a cargo of coal and provisions. She also brought a fresh crew for the "*Noc Daqui*." Both the cargo and crew were transferred on board the latter.

After repeated applications from Captain Wilson, the Commandant agreed that they should each send an officer on board the "*Noc Daqui*," to search the vessel.

This was done on the 29th. The sailors were first examined. They pretended that they neither knew who was the captain, nor who was to pay them.

On searching the ship the officers found an immense quantity of provisions, evidently intended for a long voyage. They also discovered an infinity of eating pans.

Hidden in the sand which served as ballast, they found eighty barrels of meat, and quantities of soap, candles, and other provisions, which are generally found in vessels fitted out for the Slave Trade.

On inquiring for the ship's papers they were informed that there were none other than those the captain had taken to the Commandant; but, on making further researches, they found a certificate of a barque of 353 tons. Now the captain had declared 553 tons, whilst the steamer was found to be of at least 800 tons. They also discovered a clearance from Matanzas, signed ninety days previous.

The men who had been employed to clean the ship whilst in port were also examined; they declared on oath that they had removed an immense quantity of human filth from the hold. The evidence thus obtained was quite sufficient to prove the "*Noc Daqui*" to be a slaver.

Commander Wilson then urged on the Commandant the necessity of capturing her; he offered him every assistance, but the latter positively refused. The British Commander then left the port (30th May); two days after the "*Noc Daqui*" sailed out bound for Bordeaux. Such are the principal facts which have transpired.

I will add that in the clearance from Batabano found in the "*Noc Daqui*" the crew was declared thirty-two men. It has already been noted that the crew, on arriving at Truxillo, consisted of only twenty-six. The six men missing have not been accounted for. Various other reports are current which require to be confirmed. It is stated that the Cuban authorities had been for some time on the look-out for the "*Noc Daqui*," and that as soon as the crew reached Batabano in the "*Kate*" and "*Dolphin*" they were arrested and put in irons.

There seems, indeed, little doubt that the promoters of this nefarious transaction are resident in Havana.

It is also asserted that when the "*Noc Daqui*" landed the slaves on the coast of Cuba, several of them were murdered to avoid discovery, and that two of them were left in Roatan.

I have, &c.

(Signed) EDWARD C. KIRKPATRICK.

No. 120.

Acting Consul Kirkpatrick to Earl Russell.—(Received November 14.)

My Lord,

Comayagua, August 20, 1862.

I HAVE the honour to report to your Lordship the proceedings instituted against the late Commandant of Truxillo, Don Antonio Fonseca, on account of his connivance in the fitting out of the slaver "*Noe Daqui*."

After the witnesses had been examined in Truxillo by the Second Alcalde, the case was referred to the Council of State, in pursuance of Article 49, cap. 12, of the Constitution.

The Council have now declared that there are sufficient grounds to prosecute him. Accordingly orders have been given by the Government that Fonseca be tried in Truxillo before the Court of First Instance, and that he continue prisoner till his case be judged.

I have been advised, through private sources, that Her Majesty's steamer "*Styx*" entered that port on the 7th instant. The Commander, the Honourable E. Ward, is stated to have been satisfied by the proceedings there.

It is also reported that it was a false statement that any slaves had been landed at Roatan from the "*Noc Daqui*."

I have the pleasure to inform your Lordship that the President, Señor Castellanos, has communicated to me his intention of proposing at the next meeting of the Legislative Assembly a stringent law against all persons connected with the Slave Trade.

I have, &c.

(Signed) EDWARD C. KIRKPATRICK.

COMORO ISLANDS.

No. 121.

Consul Sunley to Lord J. Russell.—(Received January 27, 1862.)

My Lord,

Johanna, September 18, 1861.

I HAVE the honour to report that I have lately visited the Islands of Mohilla and Comoro, in Her Majesty's ship "Brisk." A few miles from Johanna the "Brisk" met a dhow under French colours, named "*Zumonie*," belonging to a M. Boursier, a planter at Mayotte, with 93 negroes on board. In the dhow were three Europeans, one of whom I recognized as M. Colon, Chef de Police at Mayotte. I understood from him that the negroes were engaged at Comoro to work at Mayotte. I have since learnt that they were embarked at Mohilla, where they were brought a few days previously from the coast by an Arab named Hamitts.

On approaching the town of Muroni, in Comoro, I went in one of the vessel's boats to mark a good spot for anchoring; and while waiting for the "Brisk" to approach the spot where the boat lay, a native in a canoe informed me that there were more than 200 slaves ready. He had taken the "Brisk" for a French vessel.

In the night two negroes came off to the "Brisk" in a canoe, and stated that they had been brought to Muroni twenty days ago in a dhow then lying on the beach; that the dhow brought 30 slaves from Misembé (Port Conducia). On seeing Sultan Amadi, the Chief of Muroni, Captain de Horsey insisted upon his sending for the master and crew of the dhow which had brought 30 negroes from Misembé. Captain de Horsey agreed with me that it was not right to destroy the dhow. After cautioning Sultan Amadi not to permit slaves to be brought into his country, an Agreement was made with him for the suppression of the Slave Trade, a copy of which I have the honour to transmit.

Two French vessels have embarked negroes at Muroni for Nossi Bey in May, but I could not learn the number of the negroes taken by them.

I have, &c.
(Signed) WM. SUNLEY.

Inclosure in No. 121.

Agreement between Sultan Amadi, Chief of Muroni and other places in the Island of Comoro, on the one hand, and Algernon Frederick Rous de Horsey, Captain of Her Majesty's ship "Brisk," and Senior Officer on the East Coast of Africa, and William Sunley, Esquire, Her Britannic Majesty's Consul at the Comoro Islands, on the other hand, for the abolition of the Slave Trade in the Sultan's dominions

ARTICLE I.

SULTAN AMADI hereby engages to prohibit all foreign Traffic in Slaves in his territories, and not to permit slaves to be imported into Muroni or any other place under his dominions.

ARTICLE II.

The Sultan hereby consents to the seizure by the ships of war of Her Majesty the Queen of England, of any vessels under his flag which may be met with having slaves on
CLASS B. T

board or slave-fittings, or which shall not be provided with a proper pass under the Sultan's hand.

Done at Maroni, Island of Comoro, in duplicate, this 29th day of July, 1861.

(Signed)

SULTAN AMADI, *Sultan of Muroi.*

A. G. R. DE HORSEY, *Captain of Her Majesty's ship "Brisk," and Senior Officer of Her Majesty's ships on the East Coast of Africa.*

WM. SUNLEY, *Her Britannic Majesty's Consul at the Comoro Islands.*

Witness:

(Signed)

E. S. ADEANE, *Lieutenant, Her Majesty's ship "Brisk."*

No. 122.

Consul Sunley to Lord J. Russell.—(Received January 27, 1862.)

My Lord,

Johanna, October 21., 1861.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 13th July last, transmitting copy of a despatch from Colonel Rigby, Her Majesty's Agent and Consul at Zanzibar, reporting that the Traffic in Slaves at the Comoro Islands, which was formerly carried on by French Agents, has again been resumed by French vessels; and desiring me to inform you whether there is any foundation for this report, and if not, whether I am aware of any circumstances that could have given rise to this report.

There is some foundation for the report contained in Colonel Rigby's despatch, three French vessels having been at Comoro in April and May in search of labourers for the French Colony of Nossi Bé. One of these was the "Antancar," that I reported having arrived at Johanna in my despatch of the 3rd May last. The other two were the vessels mentioned in my despatch of the 18th of September as having been at Comoro in May.

I have not heard of any other French vessels embarking Africans, and it is probable that the Arabs from whom Colonel Rigby received his information gave him exaggerated reports of the number of French vessels seeking Africans at the Comoro Islands.

I do not believe that any French vessels have come to the Comoro Islands in search of labourers for the Colony of Réunion.

It is owing to the vigilance of the officers commanding Her Majesty's cruizers on this station that so few slaves have been brought to Mohilla and Comoro. The Arabs are afraid of their dhows being caught.

I have, &c.

(Signed)

WM. SUNLEY.

No. 123.

Consul Sunley to Earl Russell.—(Received April 11.)

My Lord,

Johanna, December 31, 1861.

I HAVE the honour to report that about 400 slaves have been imported at Mohilla this year, and about 300 at Comoro. All of them were, I believe, brought from Misembé (Port Conducia, close to Mozambique), and have been transhipped to the French Colonies of Mayotte and Nossi Bé in dhows carrying the French flag and in French vessels.

I have not heard of any Traffic in Slaves at Johanna this year.

I have, &c.

(Signed)

WM. SUNLEY.

No. 124.

Consul Sunley to Earl Russell.—(Received April 11.)

My Lord,

Johanna, January 11, 1862.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of 19th August last, transmitting copies of a despatch from the Governor of the Cape of Good Hope and its inclosure, wherein the fact of my employing 500 slaves upon my sugar plantation is communicated to Her Majesty's Government.

In compliance with your Lordship's wish, I beg to furnish information upon this subject.

There are employed upon my estate nearly 300 men and 200 women, their wives. The majority of these people are slaves belonging to inhabitants of the island, and about thirty of them are free people; but the whole of them, in their relations with me, are perfectly free, and I make no distinction between them. One of the overseers is a slave, and he has three or four free people working under his orders. The labour of the slaves is not compulsory; they receive wages, are free to come and go, and many work for a few months, leave for a period, and return again to the estate.

Before I commenced the cultivation of sugar, no continued work had ever been done in the island, and it required patience and tact to break my workmen into regular habits. The absences of the 200 men who were first employed upon this estate, amounted, in four months, to upwards of 14,000 days, that is, nearly every man was away from work three months out of the four. As I could not compel, I induced them to work, and as they comprehended that they were entitled to payment for their labour, they worked more regularly, and I have now no lack of labour; on the contrary, I have really more workmen than I want.

The Johannese treat their slaves with much gentleness; indeed, if the latter were discontented they would leave the island, for which there are many facilities. Many slaves have been to Mauritius, to Bourbon, and to Mayotte. When I was last at Mauritius, four slaves, who had quitted the island in American whalers, asked me for a passage back, and my servant, who is a slave, preferred returning to Johanna to remaining at Mauritius. There is, indeed, very little difference in the condition of the slaves and that of the villagers or country-people in Johanna, and if the importation of slaves into the island were completely stopped, the difference would in time disappear.

The employment of slaves in the manner which I have related is, I believe, preparing the way for their freedom. They work for wages, are treated as free men, and think it a great shame that they do not get all the wages they earn, as their comrades do who have no masters. Some of Her Majesty's officers would surely have commented upon my proceedings, were they as reprehensible as they appear to Mr. Hutton.

Commodore Trotter was on my estate for six days, talked with the labourers, knew their condition and the terms upon which they were employed. Rear-Admiral the Honourable Sir Frederick Grey, K.C.B., and Rear-Admiral the Honourable Sir Henry Keppel, K.C.B., have conversed with me about the labour which I employed, and the latter has visited my plantation. Dr. Livingstone stayed there for a few days, and Mr. May, who commanded Her Majesty's ship "Pioneer," remained on it four months.

Mr. Hutton was, I believe, two days at Johanna, and though we were shipmates for four days in Her Majesty's ship "Lyra," he never asked me for any information about my estate or about the island. His letter reflects upon the sagacity of Commander Oldfield and other officers who have frequently visited Johanna, and conveys a very erroneous notion of my proceedings.

Every Johanna dhow on leaving the island is furnished with a pass from this Consulate, in which the number of her crew and passengers is stated; and I do not think that any slaves have been brought to Johanna during the last two years from the coast, and not more than five or six from Mohilla and Comoro.

I beg to inclose a copy of a letter which I received a few days since from Lieutenant-Colonel Pelly, Her Majesty's Acting Consul and British Agent at Zanzibar, in reply to one which I wrote to him, on the subject of employing slaves as free people, some time before I received your Lordship's despatch relative to this subject.

I have, &c.
(Signed) WM. SUNLEY.

Inclosure in No. 124.

Lieutenant-Colonel Pelly to Consul Sunley.

Sir, Zanzibar, January 2, 1862.
I HAVE this morning had the honour of receiving your private letter of the 18th of November last, relative to the means by which labour is obtained on your sugar estate at Johanna.

I reply to your letter in official form, because I perceive that the question of slavery is one which, being really of a most complex nature, is treated as if it were quite simple;

and I prefer, therefore, in so far as my duties may compel me to enter the arena of its discussion, to treat it in public form.

Your question to me, briefly stated, is this:—Do I consider that, in what you are doing, as a sugar planter at Johanna, you are doing an injury or a good to society? and I have no hesitation in saying that I believe your presence at Johanna as a sugar planter to be a positive and a great good to the Sultan and to the people of that island.

When wrecked in Her Majesty's ship "Semiramis" in the month of September last, it was my fortune to make your acquaintance, and to become a guest upon your estate for a period of some three weeks. During that time I went, with your permission, daily over your estate; conversed as well as I could with your people; analysed, to the best of my ability, all your proceedings; and wrote to my Government when reporting, as I was called on to do, on the Comoro Islands, that I believe you to be an instance of the wonderful benefit derivable by a semi-barbarous society, from the presence of the untiring industry, energy, and intelligence of an English gentleman.

I have since found no cause whatsoever to modify the opinion I then recorded. But I have since found ample room for studying the question of slavery; and I may say that, since I left you, I have rarely passed a waking hour without pondering this terrible matter. On the one hand, I see a great, a positive, a palpable curse to humanity, passing under my eyes daily, in the form of imported slaves; on the other hand, I read and hear a multitude of opinions, which have more or less to recommend them to every one, unless to him who has to shrive himself before God and his own conscience in carrying them into practical effect.

I gladly limit myself, however, on the present occasion, to your own case, for almost every phase of slavery requires to be dealt with by modification of the means by which the greatest freedom is to be obtained permanently, and with the minimum of injury to subsisting interests and to the slave himself. It is easy for a person on a rostrum to dispose of the question by a dictum. It is easy, comparatively, to abolish slavery, but it is not easy to eradicate from a society long subjected to this odious evil, the status of slavery. It is easy for me to turn my tame horse loose on the mainland of Africa here; but it would not be easy for him to support himself and protect himself as a wild horse would, although his colt born in freedom might do so.

Perhaps it is not in the nature of things, or for the happiness of man, that a society should be able to recover on the instant from a great and long-permitted sin. The heart of man and the condition of society are slowly purified. If you stop the drunkard's liquor suddenly and utterly, his system becomes disorganised, and he perishes before there is time for recovery from his vice. It is even so with society. And therefore I say lead a society suffering under the vice of slavery slowly into freedom. Admit that the slave himself is incapable of becoming all that a free man may become. Admit, what seems to me to be truth, that we have gained half our real education before we leave our mothers. Admit that this poor slave creature is lost to that half of his manhood; but soften to him the evils consequent thereon, and give him the advantages of which he still remains capable. Among those advantages are the inducements to work for wages, in an orderly, decent, sober, and industrious manner, as your men do. If they have still masters who take from some of them a portion of the wages which you give them, this is a great evil. But would it be better to stop this forcibly if you could? I say no; for you would forthwith be expelled the island, and you would probably leave it in confusion and ruin.

The evil of the condition implied by a man so giving a portion of his wages to an idle master I sadly allow. But the evil is at least temporary, and society is surely, though unconsciously, moving onwards to a point where this relation will cease in favour of one wherein every labourer will himself enjoy the full profits of his own industry.

If I did not think you were doing good, I assuredly should not (as I have recently done) have begged you to endeavour to make over your present estate at Johanna to a Superintendent, and to come here to Zanzibar yourself as a free sugar and other landowner on an extended scale, and under circumstances which would, in my opinion, be more favourable than those which surround you at Johanna.

You seem to think, not that your proceedings would be disapproved if the whole truth concerning them were known, but that the insinuation of half truths may lay you open to misinterpretation by Exeter Hall and other bodies. I have much regard for Exeter Hall, as for all bodies tending to bring public opinion to bear upon the public service of England. But I cannot participate in any apprehension of the Hall on the present occasion. The question we have to ask ourselves is this, can we conscientiously apply any means more reasonably tending to eradicate a hateful and long-standing crime than those means which, without convulsing society, shall tend gradually, but surely, to lead it out into permanent and appreciated freedom?

For myself I can honestly answer that if in this slave-hold of Zanzibar I had *carte blanche* to introduce freedom, I should—

First. Stop the importation, and so cut off the supply of future slaves.

Secondly. I would ameliorate the condition of the present slaves by collecting here half a hundred of industrious English gentlemen, on estates or in factories.

These would, in my opinion, do more than could any other means or appliances towards ameliorating the lot of the actual slave, and towards preparing for future generations here, not only freedom, but those qualities, habits, tastes, and capacity for thought and action, without which you may indeed produce license, but not true liberty.

To the slave-dealer the slave is just a commodity upon which great profits are to be made, at considerable risk. So regarded, you may class a slave from Africa with opium from India. The import of slaves is probably not more hateful to the British Government than is the import of opium to the China Government. But does this fact prevent the British Indian Government from collecting a revenue of 5,000,000*l.* or 6,000,000*l.* sterling. from the contraband of opium? Let the Chinese Government persuade the English Government to stop the cultivation, to stop the supply of the drug, and the import into China from India will cease. It is thus, it seems to me, in respect to slave caravans leaving the interior of Africa. Cut off the supply at its source; forbid the import of slaves into Johanna—and the market for slaves in your island would soon cease. Meantime, do with the present poor creatures as you are doing now, viz., attract them, not compel them, to your estate by the offer and punctual payment of fair wages, inquiring not too curiously whether in some instances a portion of these wages may not be made over to some other party. Teach your men, as you are doing, orderly, industrious habits. Keep them, as you are doing, settled in comfortable little cabins round your own premises. Teach them, as you are doing, skilled labour. Keep their children to school; and keep one and all, as you are doing, wholly free of intoxicating liquor. Go on perseveringly in this way, and you may be regardless now of what others say or think, and may look back hereafter on good and fruit-bearing work.

The last time I was called upon to write on the slavery question was in defence of my friend and Chief (the late General John Jacob), on account of his having proclaimed free labour in supersession of statute labour throughout one of the Indian Provinces. But whether in this line or on the opposite, the grand point is for a man to have some conscience in what he does, and then he can afford to pass calmly and in silence over all the inconveniences which are pretty certain to beset a working man throughout his career.

I have, &c.
(Signed) LEWIS PELLY.

No. 125.

Consul Sunley to Earl Russell.—(Received May 9.)

My Lord,

Johanna, February 24, 1862.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 5th November last, transmitting copies of a despatch and its inclosure from Her Majesty's Ambassador at Paris, containing the reply of the French Minister to a representation which Lord Cowley had made to the French Government relative to the introduction of negroes from the coast of Africa into the French Colony of Nossi Bé, as reported in my despatch of the 2nd May last, and desiring me to furnish information upon the relations between the labouring population of the Comoro Islands and the Kings or Chiefs, and to state whether the natives are allowed to leave the island of their own free will, and to engage their services to French colonists; and if so, whether their places are supplied by slaves introduced by the King or Chiefs from the coast of Africa.

In my despatch of the 18th September last, I reported having met a dhow with Africans on board bound from Comoro to Mayotte, and on the 31st December last I informed your Lordship that 700 slaves were landed at Mohilla and Comoro during the year and taken to the French Colonies of Mayotte and Nossi Bé. I may have been misinformed as to the number of Africans taken to Mayotte and Nossi Bé, but my statement that slaves were landed at these two Comoro Islands, and thence sent to the French Colonies, is correct.

The remarks of M. Thouvenel upon the Comoro Islands may be applicable to Comoro, where the relations between masters and their slaves are peculiar, but not to

Johanna and Mohilla. In Comoro there are very few African slaves, but there is a large number of slaves who are natives of the island. These people work for themselves, possess cattle and goats, leave the island apparently when they like, and may be regarded as free people were they not liable to be sold to pay their masters' debts, and to be seized when the Chief under whose rule their master lives finds cause to confiscate their master's property. There is also a free labouring population in Comoro. Natives of Comoro are to be found in all the Mohametan settlements on the coast, from Angoxa to Lamoo, and at Zanzibar there are between 3,000 and 4,000; there are also many of them at Mayotte. In Mohilla the labouring population consists almost entirely of slaves.

In Johanna the labouring population is composed of slaves and free people; the latter are natives of the island and slaves who have become free.

In Comoro the labouring population can engage their services to French colonists, as they like; but in Johanna the free labouring population cannot do so without the permission of the Sultan.

Slaves would not be brought from Africa to supply the places of the labouring population, free or slave, in Comoro, or of the free labouring population in Johanna, who engaged their services to French colonists.

In my despatch of the 11th January I have reported upon the description of labour employed on my sugar plantation. I am not competing with the planters of Mayotte for labourers, and have no wish to increase their difficulties in getting them. I have repeatedly advised the Sultan to let his people work at Mayotte, and have assisted French colonists to engage free labourers here. I take much interest in the progress of Mayotte, and think that as it increases in importance, the greater will be my facilities for communicating with Europe. I am sorry, therefore, that M. Thouvenel should think that I have any other motive in making my report to your Lordship than that of obeying my instructions.

I have, &c.

(Signed) WM. SUNLEY.

No. 126.

Earl Russell to Consul Sunley.

Sir,

Foreign Office, June 14, 1862.

I HAVE received your despatch of the 11th of January last, explaining the circumstances under which you employ slaves as labourers on your sugar estates at Johanna, and inclosing a copy of a letter addressed to you by Colonel Pelly, containing some observations on the question of slavery in general, and bearing testimony to the benefit the island and people of Johanna have derived from the energy and intelligence displayed by you as a sugar-planter.

I have, in reply, to state to you that while I do not doubt that you may have done much good by the employment of slave labour on your estates, still, if Her Majesty's Government were to countenance such a proceeding on the part of a British Agent in one instance, they could not consistently refuse to do the same in other cases.

Their motives, moreover, would be misinterpreted, and they would lay themselves open to the charge of tolerating the employment of slave labour by a British officer, while they at the same time denounce the employment of slaves by the planters of other countries.

I have also to observe that you must have been aware that in employing slaves you were acting contrary to the regulations laid down by Her Majesty's Government for the guidance of their Consular officers, and you will therefore be prepared for the decision which I have now to communicate to you, viz., that you must give up the employment of slaves in your service, or be prepared to resign your Commission.

I am, &c.

(Signed) RUSSELL.

FRANCE.

No. 127.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, February 11, 1862.

I TRANSMIT to your Excellency, for your information, a copy of a letter from Commodore Edmonstone, inclosing a copy of a Report from Commander Smith, of Her Majesty's ship "Torch,"* explaining his reasons for having boarded the French vessel "Bertha."

I am, &c.
(Signed) RUSSELL.

No. 128.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, April 23, 1862.

I TRANSMIT to your Excellency herewith a copy of a despatch from Mr. Sunley, Her Majesty's Consul for the Comoro Islands,† reporting that about 700 slaves were imported into the Islands of Mohilla and Comoro from the East Coast of Africa during the past year, from whence they were subsequently transhipped in dhows carrying the French flag, and in French vessels, to the Colonies of Mayotte and Nossi Bé.

I have to instruct your Excellency to communicate the facts reported by Mr. Sunley to M. de Thouvenel, with reference to the representation which I directed your Lordship by my despatch of the 19th December last to make to the French Government on this subject.

I am, &c.
(Signed) RUSSELL.

No. 129.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, April 23, 1862.

I INCLOSE, for your Excellency's information, a copy of a despatch from Her Majesty's Consul at Martinique,‡ reporting the arrival in that Colony of two vessels conveying negroes recruited on the African coast under the Régis contract.

I am, &c.
(Signed) RUSSELL.

* Class A, No. 86.

† No. 123.

‡ No. 151.

No. 130.

Earl Russell to Earl Cowley.

(Extract.)

Foreign Office, May 21, 1862.

WITH reference to your Excellency's despatch of the 24th of October last, inclosing the reply of M. Thouvenel to a representation which I instructed you to make to the Government of the Emperor relative to the recruitment of negroes for the French Colonies from the Comoro Islands, and from the East Coast of Africa, I now inclose, for your Excellency's information, a copy of a despatch from Mr. Sunley, Her Majesty's Consul in the Comoro Islands,* containing his observations on the note from the French Minister for Foreign Affairs which accompanied your above-mentioned despatch.

No. 131.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, May 21, 1862.

I INCLOSE, for your Excellency's information, three copies of a Treaty between Her Majesty and the United States of America for the suppression of the Slave Trade,† which was signed at Washington on the 7th ultimo.

The ratifications of this Treaty were exchanged at the Foreign Office on the 20th instant.

I am, &c.
(Signed) RUSSELL.

No. 132.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, May 24, 1862.

I HAVE the honour to transmit to your Excellency a copy of a Treaty for the Suppression of the Slave Trade concluded between Her Majesty and the United States of America.‡

His Majesty the Emperor of the French by a Declaration dated 1st July, 1861, has announced his determination to put an end to the introduction of negroes, procured by redemption, into the French colonies from the 1st of July of the present year.

I wish your Excellency to ask M. Thouvenel whether the Government of the Emperor would be disposed to entertain a project for a further Treaty between Great Britain and France for the more effectual suppression of the Slave Trade. The reason why I think such a Treaty would be opportune is, that the slave-traders, driven out of the shelter they have hitherto obtained under the protection of the flag of the United States, may have recourse to the French flag as a cover for their nefarious practices.

Some few instances have already occurred of this abuse of the French flag.

I shall be glad to learn, as soon as possible, the Emperor's decision. If favourable to the views of Her Majesty's Government, I will send you very shortly a draft Treaty to be communicated to M. Thouvenel.

I am, &c.
(Signed) RUSSELL.

No. 133.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, June 14, 1862.

WITH reference to my despatch of the 23rd of April, I transmit to your Excellency, for your information, a copy of a despatch from Her Majesty's Consul at Martinique,‡ reporting the arrival at that island of the French barque "Marie," having on board 282 African immigrants from Loango.

I am, &c.
(Signed) RUSSELL.

No. 134.

Earl Cowley to Earl Russell.—(Received June 19.)

My Lord,

Paris, June 18, 1862.

I HAVE thought it right to call M. Thouvenel's attention to the statement made by Lord Brougham, on Friday last, in the House of Lords, relative to the facility which it was supposed might exist at Marseilles to obtain ships to carry on the Slave Trade.

M. Thouvenel said that the Minister of Marine had been already apprized of this statement.

I have, &c.
(Signed) COWLEY.

No. 135.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, June 21, 1862.

IN the note addressed to your Excellency by M. Thouvenel on the 22nd of October last, in reply to the representation which I instructed you to make to the French Government on the subject of the recruitment by French agents, from the Comoro Islands, of Africans as free labourers for their colonies of Mayotte and Nossi Bé, there was a statement that Mr. Sunley, Her Majesty's Consul at Johanna, was in the habit of employing upon his sugar plantations a large number of slaves engaged by him at Anjouan with the consent of the Chiefs of that island.

Intelligence of a similar nature having reached Her Majesty's Government from another quarter previous to the receipt of your despatch of the 24th of October, I had already called upon Her Majesty's Consul at Johanna for an explanation, and I now inclose, for your Excellency's information, copies of my correspondence with Mr. Sunley on this subject.*

Your Excellency will perceive that Mr. Sunley admits that he employs about 500 labourers on his estates, the greater part of whom are slaves, whose services he engages from their masters, but that their wages are paid to the men themselves, who, as far as Mr. Sunley is concerned, are free to come and go, and work or not, as they please.

In employing slaves, however, under any circumstances, Mr. Sunley has acted in direct opposition to the regulations laid down by Her Majesty's Government for the guidance of their Consular officers, and you will see that he has been informed that he must either give up the employment of slaves, or be prepared to resign his Commission.

Your Excellency will communicate to M. Thouvenel the decision come to by Her Majesty's Government in this matter.

I am, &c.
(Signed) RUSSELL.

No. 136.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, July 8, 1862.

WITH reference to my despatch of the 14th ultimo, I transmit to your Excellency, for your information, a copy of a further despatch from Mr. Lawless, Her Majesty's Consul at Martinique,† reporting the landing in that island of 585 African immigrants, under the Régis Contract, from the French ship "Ville d'Aigues Mortes."

I am, &c.
(Signed) RUSSELL.

No. 137.

Earl Russell to Lord Cowley.

My Lord,

Foreign Office, July 16, 1862.

I TRANSMIT herewith, for your Excellency's information, copies of a letter and its inclosure from the Commander of Her Majesty's ship "Brisk," to the Secretary to the

* Nos. 124 and 126.

† No. 153.

Admiralty, reporting the circumstances attending the boarding of the French ship "Ville d'Aigues Mortes" by a boat from the "Brisk,"* for the purpose of ascertaining her nationality.

I am, &c.
(Signed) RUSSELL.

No. 138.

Mr. Grey to Earl Russell.—(Received July 30.)

My Lord,

Paris, July 29, 1862.

I HAVE the honour to transmit herewith to your Lordship a despatch from Captain Hore, dated the 29th July, inclosing copy of a despatch from the Minister of Marine, relating to French vessels being fitted for the Slave Trade.

I have, &c.
(Signed) W. G. GREY.

Inclosure 1 in No. 138.

Captain Hore, R.N., to Mr. Grey.

Sir,

Paris, July 29, 1862.

I HAVE the honour to call your attention to a letter published in the "Constitutionnel" of this day, addressed by the Minister of Marine to the Préfet Maritime at Brest, desiring him to pay especial attention to vessels fitting for the coast of Africa in his district.

The Minister, in this despatch, refers to a statement made in the British House of Peers, to the effect that a vessel is being now fitted for the Slave Trade at some port in France.

I have, &c.
(Signed) E. HORE.

Inclosure 2 in No. 138.

Extract from the "Constitutionnel" of July 29, 1862.

LE Ministre de la Marine a adressé la dépêche suivante au Préfet Maritime à Brest :—

"M. le Préfet,

"J'ai été informé que, depuis le Gouvernement des Etats-Unis avait concédé au Gouvernement Anglais le droit de faire visiter par les croiseurs Britanniques les bâtiments Américains soupçonnés de se livrer à des opérations de Traite des Noirs, les négriers paraissent disposés à abuser de notre pavillon pour abriter leurs coupables entreprises, et un membre de la Chambre des Lords a même signalé récemment à la Tribune Anglaise un armement qui se préparait dans un de nos ports ostensiblement en vue d'une opération commerciale, mais en réalité pour effectuer un coup de Traite au Congo.

"Je vous invite à recommander aux autorités maritimes des divers ports de votre arrondissement d'exercer la plus active surveillance sur les armements qu'ils verront s'effectuer à destination de la côte d'Afrique, d'en rechercher les armateurs et de faire rendre compte des installations, des objets d'armement et de chargement, &c.

"Les opérations qui paraîtraient suspectes devront m'être signalées immédiatement afin que, le cas échéant, je puisse en aviser, en temps opportun, M. le Commandant des Côtes Occidentales d'Afrique.

(Signé) COMTE P. DE CHASSELOUP LAUBAT."

No. 139.

Earl Russell to Earl Cowley.

Sir,

Foreign Office, August 4, 1862.

MR. GREY transmitted to me, in his despatch of the 29th ultimo, a letter (published in the "Constitutionnel") from the Minister of Marine to the Préfet Maritime at Brest, desiring him to pay especial attention to vessels fitting out in his district for the coast of Africa.

I have to instruct your Excellency to take an opportunity of offering to M. Thouvenel the thanks of Her Majesty's Government for the course pursued in this matter by the Government of His Imperial Majesty.

I am, &c.
(Signed) RUSSELL.

No. 140.

Earl Russell to Earl Cowley.

My Lord.

Foreign Office, September 5, 1862.

WITH reference to my despatch of the 8th of July last, I transmit to your Excellency, for your information, a copy of a further despatch from Mr. Lawless, Her Majesty's Consul at Martinique,* reporting the landing in that island of 1,529 African immigrants, under the Régis contract, from the French ships "Stella," "Sans Nom," and "Renaissance."

I am, &c.
(Signed) RUSSELL.

No. 141.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, September 15, 1862.

I TRANSMIT to your Excellency the accompanying copy of a despatch which I have received from Her Majesty's Consul at Bilbao,† stating that intelligence has reached him to the effect that the Spanish steamer "Noc d'Aqui" is on the point of sailing from the port of Bordeaux, where she has been equipped for the purpose of being employed in the Slave Trade on the African coast; and I have to instruct your Excellency to bring this information to the notice of the French Government.

I am, &c.
(Signed) RUSSELL.

No. 142.

Mr. Grey to Earl Russell.—(Received September 20.)

My Lord,

Paris, September 17, 1862.

IN compliance with the instructions contained in your Lordship's despatch of the 15th September, I have communicated to M. Thouvenel the intelligence mentioned therein of a Spanish steamer being about to sail from Bordeaux to be employed in the Slave Trade.

His Excellency promised immediate attention to the matter.

I have, &c.
(Signed) COWLEY.

* No. 154.

† No. 263.

No. 143.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, September 25, 1862.

I TRANSMIT herewith, for your Excellency's information, copies of a letter and its inclosure from the Commander of Her Majesty's ship "Narcissus" to Rear-Admiral Sir B. Walker,* reporting his having, on the 22nd of June last, boarded the French barque "Indéfatigable," in the Mozambique Channel, on suspicion of her being engaged in the Slave Trade.

I am, &c.
(Signed) RUSSELL.

No. 144.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, October 2, 1862.

WITH reference to your despatch of the 24th of October last, and to my despatches of the 19th of December and of the 21st of June last, I transmit to you, for your information, copies of two letters addressed to the Secretary to the Admiralty by Rear-Admiral Sir B. Walker,† reporting upon the subject of Mr. Sunley, Her Majesty's Consul at the Comoro Islands, employing upon his sugar plantations at Johanna slaves hired from Arab slave-holders; also, upon the French system of procuring labourers in the Comoro Islands, and upon the statement made by M. Thouvenel, that the French flag is used by Her Majesty's cruisers whilst watching Arab dhows suspected of being engaged in the Slave Trade.

I am, &c.
(Signed) RUSSELL.

No. 145.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, October 2, 1862.

I TRANSMIT to your Excellency, for your information, a copy of a despatch from Mr. Gabriel, Her Majesty's Commissioner at Loanda,‡ reporting that he has been informed by the French Commodore on the African coast that the system of exporting negroes to the French West India Colonies from the establishment of Messrs. Regis, at the mouth of the Congo, was formally put an end to by him on the 30th of June last, in accordance with the instructions of the French Government.

I am, &c.
(Signed) RUSSELL.

No. 146.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, November 5, 1862.

WITH reference to my despatch of the 23rd of April last, I inclose, for your Excellency's information, the accompanying extracts from a despatch from Her Majesty's Commissioners at the Cape of Good Hope,§ on the subject of the exportation of slaves from the East Coast of Africa to the northern part of Madagascar and to the Comoro Islands, from whence they are introduced, as free men, into the French Colonies of Mayotte and Nossi Bé.

I am, &c.
(Signed) RUSSELL.

* Class A, No. 130.

† Ibid., Nos. 131 and 132.

‡ Ibid., No. 58.

§ Ibid., No. 24.

No. 147.

Earl Russell to Earl Cowley.

My Lord,

Foreign Office, December 31, 1862.

I TRANSMIT to your Excellency herewith an extract of a despatch from Mr. Freeman, Her Majesty's Consul at Lagos,* reporting the shipment of a cargo of upwards of 1,000 slaves on board a steamer under French colours, from Aghwey, on the morning of the 20th of October last.

I have to instruct your Excellency to communicate the fact of this shipment to the French Government ; and you will, at the same time, state that Her Majesty's Government would be glad of any information which the French authorities may be able to furnish regarding the vessel in question.

I am, &c.
(Signed) RUSSELL.

* No. 35.

FRANCE. (Consular)—Bordeaux.

No. 148.

Consul Scott to Earl Russell.—(Received September 20.)

My Lord,

Bordeaux, September 15, 1862.

I HAVE the honour to inform you that, in consequence of intelligence conveyed to me by Her Majesty's Consul at Bilbao dated the 12th September, which I received on the evening of Saturday the 13th, that the Spanish steamer "*Noc d'Aqui*" was equipping in this port for the Slave Trade, I have lost no time in making inquiries as to the accuracy of this information.

This vessel, which is a steamer of about 350 tons, arrived here from the coast of Spain, with a cargo of sarsaparilla, on the 22nd August, under the command of Captain Equidoze. From what I have been able to collect, her cargo outwards is composed of objects of little value, principally provisions, such as wine, potatoes, and sundries, and, among other things, a new cooking apparatus has been shipped. I have not hitherto had the means of ascertaining any further particulars, except that she sailed on the 13th instant, ostensibly for Vera Cruz, under the command of Captain d'Artela, with a crew of twenty-five men, and that she left the river the same day.

I have this instant returned from an interview with the Commissary-General of Marine, who was totally ignorant of the suspected nature of this vessel, but has promised to make every inquiry in his power that may lead to the knowledge of her real destination, and of the object of her voyage, as well as an accurate description of her. He will also report the case to the French Minister of Marine, and will communicate to me all the information he may have procured; this I will not fail to transmit to your Lordship.

I have, &c.

(Signed) T. B. G. SCOTT.

No. 149.

Consul Scott to Earl Russell.—(Received September 20.)

My Lord,

Bordeaux, September 18, 1862.

WITH reference to my despatch of the 15th instant, respecting the alleged suspicious character of the Spanish steamer "*Noc d'Aqui*," I have the honour to inform your Lordship that I have prosecuted my researches, and have discovered the following particulars:—

The Spanish Consul, to whom I have applied, informs me that he has no cause whatever to suspect that this steamer is bound on any other but a perfectly licit voyage; that her cargo is of a general nature, and well-adapted to the requirements of the port to which she is destined, that of Vera Cruz, as it is composed of 4,000 cases of wine, besides provisions of various kinds, and the rest is made up with coal; that the owner is Señor Isasi, of Bilbao; that her crew, composed of twenty-six hands, including the captain, is not more than sufficient for a steamer of her tonnage (355 tons); and that had he, the Spanish Consul, entertained the slightest suspicion of this vessel's destination being other than represented, he would have taken immediate steps to prevent her sailing.

What may be her ulterior destination after landing her cargo at Vera Cruz, it is impossible to say, but previously to her voyage to this port she was employed on the coast of the Confederate States of North America, and had run the blockade, on more than one occasion, with success, being a fast sailer.

I have also obtained the following particulars of the "*Noc d'Aqui*," which was passed on the evening of Sunday, the 14th instant, just outside the River Gironde:—

Screw steamer; barque rigged; round stern, with gilt ornaments; black hull; square mainsail: no topgallant yards visible; poop and topgallant forecastle; funnel very far forwards. Appeared very deep in the water. Was going fast through the water, and steering a westerly course.

I have not yet received the report of the Commissary-General of Marine, though I am assured he is actively engaged in discovering particulars that may lead to a positive knowledge of the real mission on which the "*Noc d'Aqui*" is bound.

I shall, of course, have the honour to transmit it to your Lordship the instant I receive it.

I have, &c.
(Signed) T. B. G. SCOTT.

No. 150.

Consul Scott to Earl Russell.—(Received October 18.)

My Lord,

Bordeaux, October 14, 1862.

WITH reference to my despatches of the 15th and 18th of September last, touching the suspected nature of the voyage of the Spanish steamer "*Noc d'Aqui*," I have the honour to inform your Lordship that I have learnt from the Commissary-General of Marine at this port that, in spite of all his researches, nothing whatever has transpired to justify the suspicions at first entertained about this vessel. Having on my side acquired no additional information, I am led to believe that the surmises of the Commissary of Marine are correct, and the voyage of the above steamer to be perfectly licit.

I have, &c.
(Signed) T. B. G. SCOTT.

FRANCE. (*Consular*)—*Martinique.*

No. 151.

Consul Lawless to Earl Russell.—(Received April 14.)

My Lord,

St. Pierre, March 20, 1862.

I HAVE the honour to report to your Lordship the arrival of two vessels from the coast of Africa, having on board negro immigrants for this island.

One of these vessels, the “Sans Nom,” sailed from the coast on the 30th of January, with 405 immigrants, viz., 332 men, 70 women, and 3 children, and arrived at Fort de France on the 8th instant, after a passage of thirty-six days, where she landed 324 men, 70 women, and 3 children, having lost but 8 male immigrants on the voyage out, say something less than 2 per cent.

The other vessel made a still more remarkable passage in that respect. She is called the “Renaissance.” She also sailed from Loango, and as she left there on the 6th of February, and arrived at Fort de France on the 10th instant, she had a somewhat shorter passage than the “Sans Nom.” She took on board at Loango 281 male and 100 female immigrants, and landed 279 men and 100 women, having lost but 2 men during the voyage.

To complete the information I have obtained concerning these vessels, I may add that the registered tonnage of the “Sans Nom” is 374 tons French measurement, while that of the “Renaissance” is but 313 tons; and yet they carried 786 immigrants, or nearly 1·15 per ton, with a ratio of mortality far below the average, since it only amounted to about 1·27 per cent.

The vessels have both again sailed for Loango, to take another cargo of African labourers to this island, in fulfilment, as on the present occasion, of the Régis Treaty with the French Government.

I have, &c.

(Signed) WM. LAWLESS.

No. 152.

Consul Lawless to Earl Russell.—(Received June 2.)

My Lord,

St. Pierre, May 10, 1862.

I HAVE the honour to inform your Lordship of the arrival at Fort de France, in this island, of the French barque “Marie,” from the West Coast of Africa, having on board a cargo of African immigrants.

This vessel sailed from Loango on the 25th of March last, after receiving on board 282 adult labourers, as follows:—205 males, 77 females; and she reached this island on the 6th instant, and landed 275, viz., 199 men and 75 women.

The passage was above the average, having lasted 43 days; still the ratio of mortality was lower than usual, being but 2·83 per cent.

I visited these immigrants shortly after their arrival, and am compelled to admit that they appear to be in excellent health, and also that the arrangements on board left little to be desired with regard to medical attendance and to diet.

This batch of immigrants has been introduced in fulfilment of the Régis Treaty with the French Government; and another cargo is shortly expected to arrive in their ship, the “Ville d’Aigues Mortes.”

I have, &c.

(Signed) WM. LAWLESS.

No. 153.

Consul Lawless to Earl Russell.—(Received June 28.)

My Lord,

St. Pierre, June 10, 1862.

I HAVE the honour to report to your Lordship the arrival from the coast of Africa of the French ship "Ville d'Aigues Mortes," referred to in my despatch of the 10th of May.

The "Ville d'Aigues Mortes" is a vessel of 637 tons French measurement. She sailed from Congo on the 22nd of April last, after shipping 598 African immigrants, as follows:—479 male adults, 111 female adults, and 11 female non-adults.

Of the above number, 13 male adults died during the passage, which lasted forty days, leaving 466 male adults, 111 female adults, and 11 female non-adults, or 585 immigrants on board of the vessel when she arrived at Fort de France on the 1st instant, which gives the average ratio of mortality during the voyage at 2.34 per cent.

Of the 13 deaths which occurred on board, 11 were caused by disease, and 2 by suicide.

I was present when these immigrants were landed from the ship, and I remarked that, with very few exceptions, they appeared to be in perfect health.

As mentioned in a previous despatch, already referred to above, these Africans have been introduced under the Régis Treaty.

I have been informed by the Agent here that he expects four more vessels from the coast before the expiration of that Treaty, all of which will bring a large contingent of African labourers to this Colony.

I have, &c.

(Signed) WM. LAWLESS.

No. 154.

Consul Lawless to Earl Russell.—(Received August 30.)

My Lord,

St. Pierre, August 10, 1862.

I HAVE the honour to report to your Lordship the arrival, at Fort de France, in this island, of the following ships, with African immigrants for the French Government, viz., the "Stella," "Sans Nom," and "Renaissance."

The total number of labourers introduced by these ships amounts to 1,529.

I have not been able to procure, for this mail, a detailed account of the number of immigrants embarked on board of these vessels, nor of the deaths that occurred on the voyage. I shall transmit by the next steamer these details.

The immigrants in question have been introduced under the Régis Treaty, and complete the deliveries to be made in fulfilment of that contract. No further arrivals of African labourers are, therefore, to be expected.

I shall forward, by an early opportunity, a detailed statement of the number of immigrants that have been introduced into the island since the revival of this branch of the Slave Trade.

I have, &c.

(Signed) WM. LAWLESS.

MUSCAT. (*Consular*)—Zanzibar.

No. 155.

Lieutenant-Colonel Pelly to Earl Russell.—(Received April 23.)

My Lord,

Zanzibar, March 13, 1862.

I BEG respectfully to submit, for your Lordship's information, copies of two letters of the 8th and 13th instant which I have forwarded to the Government of Bombay.

I have, &c.

(Signed) LEWIS PELLY.

Inclosure 1 in No. 155.

Lieutenant-Colonel Pelly to Mr. Stewart.

Sir,

Zanzibar, March 8, 1862.

IT is agreeable to me to report that, within the past week, the Sultan of Zanzibar has seized and imprisoned three sets of Northern Arabs found in the act of shipping slaves from this port in defiance of the Proclamation issued some two or three months ago. Considerable pressure has been put on His Highness by the Sooree and other tribes, but I am glad to say the Sultan has remained firm, and the Northerners are confined in the fort, and will so remain until the slave season closes.

The Sultan's prudence in these cases is the more satisfactory, in that after the date of proclaiming against the purchase of slaves by Northern Arabs no word passed between us on the subject.

I told him I confided in him.

I am glad also that, while so acting, His Highness remains silent on his procedure, and that I learn of these captures only from the other Consuls and from the residents of the town. I have observed that if you trust men, even Orientals will sometimes act faithfully, while they will invariably scheme if you mistrust them.

Certainly I am of opinion that, so long as there is a Sultan of Zanzibar, it is on all accounts more fit and politic that the Treaty should be fulfilled by the voluntary act of the Sultan himself rather than that I, or Her Majesty's cruisers, should appear on the scenes as judge and jury.

I told Government before that I believe the Sultan does, *bond fide*, wish these Northern Arabs expelled his dominions; and he has acted with some decision towards them this season, refusing them gifts, ordering them back to their country, and now confining them.

Of course the Arabs attribute all the action to me, and they are certainly not courteous when we meet in the streets or market. But the plain truth is that the Sultan is acting firm himself, assured only that so long as he acts vigorously, and to the point, I will do my best to confirm his success one way or the other.

I have, &c.

(Signed) LEWIS PELLY.

P.S. 15th March.—Another encounter took place about 11 o'clock last night, on the beach. Northern Arabs were in the act of shipping slaves. The Sultan's men attacked them, killed two of them, and wounded five. The remainder are in prison, and shall remain there.

The Sultan's men received some wounds.

The slaves are released.

L. P.

Inclosure 2 in No. 155.

Lieutenant-Colonel Pelly to Mr. Stewart.

Sir,

Zanzibar, March 13, 1862.

LIEUTENANT CLARKE, Her Majesty's steam-vessel "Ariel," is just come in from a cruise in one of the "Ariel's" boats. He informs me that a man arrived at Quiloa a few days ago from the interior of Africa, who asserted that he had met Dr. Livingston's party with a small steamer about a quick month's journey inland, and at the lower extremity of the Nyaso (Lake).

The steamer was delayed by some rocks, and the party were awaiting the fall of rain to float her up. Some of the gentlemen were sporting at elephants.

I have no news of Captain Speke; the road to his rear is still closed.

I have, &c.

(Signed) LEWIS PELLY.

No. 156.

Earl Russell to Lieutenant-Colonel Pelly.

Sir,

Foreign Office, June 7, 1862.

I HAVE received your despatch of the 13th of March last, inclosing copies of two letters dated the 8th and 13th of the same month, the former reporting the vigorous measures adopted by the Sultan of Zanzibar against the Northern Arabs found in the act of shipping slaves from his dominions, and the latter containing intelligence respecting Dr. Livingstone's expedition.

With reference to the former letter, I have to state to you that Her Majesty's Government are glad to learn from your Report that the Sultan is taking measures to put a stop to the export of slaves from his dominions. Her Majesty's Government will judge of the Sultan by his acts. If, however, events should prove our confidence to be misplaced, we shall reluctantly be compelled to take strong measures to ensure the suppression of the Slave Trade in the Sultan's dominions.

I am, &c.

(Signed) RUSSELL.

No. 157.

Earl Russell to Lieutenant-Colonel Pelly.

Sir,

Foreign Office, June 7, 1862.

I HAVE to refer you to my despatch to Colonel Rigby of the 19th of February, 1861, by which you will see that I instructed that officer to propose to the Sultan of Zanzibar that orders should be given by His Highness, prohibiting, under severe penalties, the transport of slaves coastwise, from one portion of his dominions to another, and that His Highness should consent to the addition to the Treaty between Zanzibar and Great Britain of an Article authorizing the Commanders of British cruisers to seize and detain all vessels under the Zanzibar flag, engaged in the coasting Slave Trade, and carrying slaves.

You will see from Colonel Rigby's despatch of the 26th of July, that the Sultan refused to accede to these proposals of Her Majesty's Government, alleging, as a reason, that the measures already carried out by Her Majesty's Consul for preventing Her Majesty's Indian subjects from holding slaves, had done great injury to the commerce of Zanzibar, and that if a total stop were put to the Traffic in Slaves it would be the ruin of his country.

I have to instruct you to state to the Sultan that, although His Highness' revenue might in the first instance be injuriously affected by the prohibition to import slaves into Zanzibar from the mainland, Her Majesty's Government are convinced that such a measure, if carried into effect, would, in the end, be beneficial to his people. His Highness cannot be ignorant that the slaves imported into his territories are procured by raids made by slave-hunters on peaceable and unoffending towns and villages, at a great sacrifice of human life, and that by permitting the importation of slaves into his territories, and raising a revenue upon them, he encourages a system that entails great misery on a large portion of his fellow-creatures.

His Highness is also aware that the British Government have laboured constantly and persistently to put a stop to this Traffic, and he may be persuaded that they will continue their efforts in that direction until they have attained the object which they have in view.

The attempt of Her Majesty's Government to suppress the Slave Trade on the East Coast of Africa must be, to a great extent, neutralized, so long as His Highness' subjects are permitted to engage in this coasting Slave Trade, and the importation of slaves into Zanzibar is encouraged.

I have, therefore, to desire that you will repeat to His Highness the proposals I instructed Colonel Rigby to make to him with regard to the coasting Trade in Slaves, and the addition of an Article to the Treaty between Zanzibar and Great Britain for that purpose.

I am, &c.
(Signed) RUSSELL.

No. 158.

Mr. Layard to Lieutenant-Colonel Pelly.

Sir,

Foreign Office, October 1, 1862.

WITH reference to Lord Russell's despatch of the 7th of June last, I am directed by his Lordship to transmit to you a copy of a letter addressed to the Secretary to the Admiralty from Rear-Admiral Sir B. Walker,* reporting the great increase of the Slave Trade in Zanzibar, which, it appears, is carried on without any remonstrance or interference on the part of the authorities of the Sultan.

Her Majesty's Government had entertained the hope, from your despatch of the 13th of March last, that the Sultan was in earnest in his desire to put a stop to the export of slaves from his dominions, but subsequent reports have not tended to confirm this impression.

I have, therefore, to instruct you to call upon his Highness, and to state that Her Majesty's Government have heard with regret that the export of slaves is carried on to even a greater extent than heretofore, and that they can no longer suffer this iniquitous Traffic to be continued with impunity, and that unless stringent measures are at once taken by his Highness to put a stop to it, Her Majesty's Government will be reluctantly obliged to compel the Sultan to observe the existing Treaties for the suppression of the export of slaves from his territories.

I am, &c.
(Signed) A. H. LAYARD.

* Class A, No. 133.

NETHERLANDS.

No. 159.

Earl Russell to Sir J. Milbanke.

Sir,

Foreign Office, December 29, 1862.

I TRANSMIT to you herewith, for your information, and for communication to the Netherlands Government, the accompanying copies of two despatches from Mr. Skelton, Her Majesty's Judge in the Mixed Commission Court at Sierra Leone,* reporting the arrival in that port of the Netherlands barque "*Jane*" for adjudication in the British and Netherlands Mixed Court of Justice established in that Colony, that vessel having been detained by Her Majesty's ship "*Espoir*" on suspicion of being engaged in the Slave Trade.

I also inclose a copy of a letter from Mr. Beattie, the Acting British Consul at St. Jago de Cuba,† containing information respecting the antecedents of the "*Jane*," which, it would appear, under the name of the "*Fleet Eagle*," of Boston, has already landed one cargo of slaves in Cuba, and was engaged in another Slave Trade venture when captured by Her Majesty's ship.

In communicating these papers to the Netherlands Government, I have to instruct you to express the earnest hope of Her Majesty's Government that whatever may be the decision of the Mixed Court of Justice at Sierra Leone in the case of the "*Jane*," no means will be spared by the Netherlands authorities to procure the punishment of the parties who may have been engaged in this affair, and thus to prevent the abuse of the Netherlands flag for Slave Trade purposes, which would undoubtedly be encouraged if the adventure of the "*Jane*" should prove a successful one.

I am, &c.
(Signed) RUSSELL.

* Class A, Nos. 6 and 8.

† No. 304.

NETHERLANDS. (*Consular*)—*Rotterdam.*

No. 160.

Consul Sir R. Turing to Earl Russell.—(Received January 18.)

My Lord,

Rotterdam, January 16, 1862.

I HAVE the honour to state to your Lordship that M. H. van Rÿckevorsel, a merchant in this city engaged in the African Trade, who has already more than once furnished information to Her Majesty's Government on the subject of the Slave Trade, has just informed me that one of his captains (now on the West Coast of Africa) has sent him the following intelligence:—

"On the 25th November, 1861, 300 slaves had been shipped on board an American schooner at Whydah. At Little Popœ there was a Spaniard who had already purchased 150 slaves, and was in daily expectation of a vessel, when he meant to purchase more. Several American vessels had arrived with rum and tobacco, which it was expected would all return with slaves. Most of these vessels are from Salem and Boston. The Slave Trade has not been in such a flourishing condition for years, and is principally carried on by Americans from the Northern States."

I have, &c.
(Signed) R. F. TURING.

No. 161.

Mr. Murray to Consul Sir R. Turing.

Sir,

Foreign Office, December 11, 1862.

I AM directed by Earl Russell to transmit to you the accompanying copy of a letter from the Acting British Consul at St. Jago de Cuba,* containing information respecting a vessel which, under the name of the "*Fleet Eagle*," of Boston, has already landed one cargo of slaves in Cuba, and is now stated to have been destined to leave the port of Rotterdam in the course of the month of October last, under the French flag, for the African coast, to be again engaged in the Slave Trade; and I am to desire that you will endeavour, as far as the information contained in Mr. Acting Consul Beattie's despatch will enable you to do so, to find out whether the vessel in question arrived at Rotterdam, and if so, what has since become of her, together with any other information you may be able to procure respecting the parties interested in this vessel.

I am, &c.
(Signed) JAMES MURRAY.

No. 162.

Mr. Murray to Consul Sir R. Turing.

Sir,

Foreign Office, December 15, 1862.

WITH reference to my despatch No. 1 of the 11th instant, I am directed by Earl Russell to transmit to you the accompanying despatch from Her Majesty's Judge in the Mixed Commission Court established at Sierra Leone,† under the provisions of the Treaty with the Netherlands Government, for the suppression of the Slave Trade, reporting the arrival in that port of the Netherlands barque "*Jane*," which was detained by Her Majesty's ship "*Espoir*" on a charge of being equipped for the Slave Trade.

* No. 304.

† Class A, No. 6.

The vessel in question is doubtless the one referred to by the Acting British Consul at St. Jago de Cuba as having already, on a former occasion, landed a cargo of slaves in Cuba under the name of the "*Fleet Eagle*," of Boston, and you will therefore use your best endeavours to find out who are the parties connected with this slave-trading adventure.

I am, &c.

(Signed) JAMES MURRAY.

No. 163.

Consul Sir R. Turing to Earl Russell.—(Received December 19.)

My Lord,

Rotterdam, December 16, 1862.

I HAVE the honour to acknowledge the receipt of Mr. Murray's despatch of the 11th instant, which reached me this evening, inclosing for my perusal the copy of a letter from Mr. Acting Consul Beattie of St. Jago de Cuba, conveying information regarding the American vessel "*Fleet Eagle*," which vessel, it appears, after having obtained the Dutch flag at Curaçoa proceeded to St. Jago de Cuba, from whence she took a cargo of sugars to Hâvre, and then sailed for Rotterdam.

From circumstances which came under Mr. Acting Consul Beattie's notice it further appears that he suspected that the owners, resident at St. Jago de Cuba, contemplated another illegal voyage.

I beg to inform your Lordship that my attention had already been called to the same subject previous to the receipt of Mr. Murray's despatch, and I am now engaged in collecting information which I shall do myself the honour to communicate as soon as possible.

I may in the meantime, however, briefly inform your Lordship that the "*Jane*" was at this port in August last, and I am also able to state that information has just reached this country of her having been searched and brought into Sierra Leone on the 20th of October last by Her Majesty's steamer "*Espoir*," on suspicion of being engaged in the Slave Trade.

I have, &c.

(Signed) R. F. TURING.

No. 164.

Consul Sir R. Turing to Earl Russell.—(Received December 23.)

My Lord,

Rotterdam, December 20, 1862.

I BEG to confirm my despatch of the 16th instant, with reference to the "*Jane*," and I have now the honour to transmit to your Lordship further information regarding this vessel.

The "*Jane*," Captain Prince, arrived at this port from Havre in August last, sailing under the Dutch Colonial flag, and consigned to a highly respectable firm, Messrs. Thormann & Co., merchants in this city.

It does not appear that Messrs. Thormann acted for her in any way, but the ship's business was transacted by Messrs. Knyper, Van Dam, and Smeer, the largest and most respectable shipbroker's at this port.

The object of the "*Jane's*" visit to Rotterdam was evidently for the purpose of getting the provisional Colonial colours (which had been obtained at Curaçoa) exchanged for the Netherland flag.

The senior partner of Messrs. Knyper, Van Dam, and Smeer, Mr. E. Driebeck, who is at the same time Russian Consul at this port, was at some pains to procure the necessary register and papers, and went personally to the Hague in order to remove some difficulty which at one time seems to have presented itself, the result of which was that he obtained for her the required nationality, after which she cleared out for St. Thomas on the 22nd of August last.

I was away on leave of absence at the time; but from all I have since learnt of the case, it is quite evident that no suspicion of foul play was entertained by any of the Dutch parties concerned in the transfer, and I may add, with the most perfect confidence, that neither Messrs. Thormann and Co., nor Messrs. Knyper, Van Dam, and Smeer would have assisted the owner of the said vessel in the object which he had in view, had they had the slightest suspicion of the character of the parties with whom they were dealing.

It is not easy to procure the Dutch flag for a foreign vessel, and I know that a very trifling irregularity will often render it altogether impracticable.

But although she was not suspected of contemplating an illegal voyage, I have reason to believe that there was some hesitation by the authorities at the Hague in the present instance. It is possible that the reasons which induced the Minister first to hesitate, and ultimately to give way and grant the request of the owner, may be ascertained through the assistance of Her Majesty's Legation.

I had the honour to inform your Lordship by my previous despatch that intelligence has now reached this country of the capture, on the 20th of October, of the said barque "*Jane*" by Her Majesty's steamer "*Espoir*" on suspicion of being engaged in the Slave Trade, and that she has been brought into Sierra Leone, where she had, by the last advices, been detained for upwards of three weeks, at which period proceedings had not yet commenced against the owner and captain.

I have the honour to transmit herewith translations of two extracts from the "*New Rotterdam*" newspaper, on the subject of her capture, one of which contains a portion of a letter written by a Dutch seaman who, in company with another of his countrymen, had, in ignorance of her real character, been induced to join her when she was in this port.

It is now evident that the object which the owner of the "*Jane*" had in obtaining the Netherland colours, was to carry on an illegal traffic under cover of the prestige which that flag is known to enjoy in those parts. He not only adopted those colours, but he followed the same course which Dutch vessels are in the habit of following, first touching at Kinsembo and only then proceeding to the Congo River, which is the invariable course of the regular Dutch traders.

I may add that much dissatisfaction is expressed amongst the Dutch commercial community, and especially by the regular traders to the African coast, that the prestige of their flag should have been compromised by so nefarious a scheme.

I have, &c.
(Signed) R. F. TURING.

Inclosure in No. 164.

Extracts from the "New Rotterdam" of December 15 and 16, 1862.

(Translation.)

THE following report is from Sierra Leone:—

"On the 20th October last, the Dutch barque '*Jane*,' Captain B. Prince, was brought into port by the British cruiser '*Espoir*,' on suspicion of being concerned in the Slave Trade. The ship was captured near the Congo River, a considerable quantity of water (about 20,000 gallons) and bread having been found on board; the cargo consists of provisions, viz., sardines, wine, flour, salted meat, and a few thousand bricks, probably taken for ballast.

"For the last twenty-five years no Dutch ship has been captured for being engaged in the Slave Trade; Dutch vessels were consequently seldom interfered with by the cruisers, which, of course, will hardly be the case in future. It is a pity that there is no one here to protect Dutch interests, not even a Judge nor a Consul.

"The '*Jane*' cleared from Helvoetsluys, and it has been remarked that no bond was given by the owners for the unusual number of casks on board, a financial difficulty to which, as I understand, other ships leaving for the coast have to submit. What is the reason of this?

"The Dutch Government does not interest itself much in the African Trade. For the last three years no Dutch man-of-war has been seen here, whilst even Portugal is represented by two or three vessels."

We have received from an authentic source the following extract of a letter dated Sierra Leone, 20th November last, from one of the crew of the "*Jane*," Captain B. Prince, whose capture on suspicion of being engaged in the Slave Trade, was mentioned in yesterday's paper:—

"You know we were engaged at Rotterdam for St. Thomas in the West Indies. We, however, did not go there, but proceeded to Kinsembo, from whence we were to go to the Congo River. At the mouth of that river we were intercepted by an English steam man-of-war, the captain was asked for his papers, and the ship was thoroughly overhauled. The result

was that the papers were found not to be in order, and as the largest number of slaves are got from that river, we were suspected of illegal Traffic, and we have been brought up here.

"We have been here for the last three weeks, and as yet we know of nothing. Thank God, I can prove myself to have been innocent of any nefarious plan, even should the captain have contemplated anything of the kind."

We have been further informed that it appears the "*Jane*" belongs to Curaçoa, and arrived here last August from Hâvre, partly loaded with provisions, and was consigned to one of the most respectable firms in this town. The captain then addressed himself to a shipbroker, and cleared from hence for St. Thomas on the 22nd August last, after having in vain tried to obtain a charter.

The captain appeared to be a mulatto, at any rate a person of dark complexion; there were besides two foreign supercargoes on board.

Lastly, we are informed by a respectable firm in this town of the following circumstances, mentioned in a letter to them from Curaçoa, dated 21st September:—

"As regards the '*Jane*,' I can tell you that she is an American slaver, and has taken refuge here. She has been transferred to Mr. M. B. G.'s name, in order to get the flag, and the owner, an American, is on board as supercargo."

No. 165.

Consul Sir R. Turing to Earl Russell.—(*Received December 24.*)

My Lord,

Rotterdam, December 22, 1862.

I HAVE the honour to acknowledge the receipt of Mr. Murray's despatch of the 15th instant, transmitting to me the copy of a despatch from Her Majesty's Judge in the Mixed Commission Court at Sierra Leone, informing your Lordship of the detention of the Netherlands barque "*Jane*," by Her Majesty's steamer "*Espoir*," on a charge of being equipped for the Slave Trade, and am instructed by your Lordship to use my best endeavours to find out who are the parties connected with this slave-trading adventure.

My despatches of the 16th and 19th instant have already given your Lordship full particulars of the circumstances under which the Netherland flag was obtained by the "*Jane*," and there seems no reason whatever to suppose that either Dutch parties are interested, or Dutch capital invested in the adventure in question.

One of the supercargoes on board, an American, was evidently the owner of the vessel, and it was remarked that he had a good deal of loose cash in his possession, and had no difficulty in paying with ready money the expenses of transfer, &c., incurred while here.

No ship that is not owned by Netherland subjects can obtain the national flag, and, consequently, the ship was, both provisionally at Curaçoa, and finally at the Hague, registered in the name of M. Gorsira, a Dutch subject, resident at Curaçoa.

In how far he had any real interest remains to be seen, and will, I am confident, be fully investigated by the Dutch Government; but none of the parties best informed in this country believe that he had any pecuniary interest in the adventure.

I have, &c.

(Signed) R. F. TURING.

NETHERLANDS. (*Consular*)—*Surinam*.

No. 166.

Consul Munro to Earl Russell.—(Received September 30.)

My Lord,

Surinam, August 21, 1862.

I HAVE much pleasure in informing your Lordship that the Second Chamber of the States-General of Holland passed by a large majority a Bill for the emancipation of the slaves in the Dutch West India Colonies, to take place on the 1st day of July next year. As a compensation, the slave-owners in Surinam are to be paid at the rate of 300 guilders for each slave, whether old or young, without regard to sex or abilities; the Chamber at the same time enacting that those manumitted by the State shall remain for ten years under the guardianship of the State. For the purpose of encouraging emigration to the Colony, the Government are to give the sum of 1,000,000 guilders, to be applied for emigration in the first five years following emancipation. There is but little doubt but that the Netherlands Government will be making overtures to Her Majesty's Government for permission to take East India coolies as labourers for their Colonies, which no doubt, under a proper supervision, would tend much to their benefit, especially if labour could be procured at a reasonable rate, to enable the planters to keep up the cultivation of cotton, for which the coast-lands are well adapted. The extent of coast which could be brought into cotton cultivation is nearly 200 miles

Many of the old cotton-estates in the Colony have been abandoned for the more lucrative production of sugar. The quality of cotton grown is equal to New Orleans ordinary, worth at present, in Liverpool, from 1s. 6d. to 1s. 8d. per lb. The trade that has sprung up between this Colony and Great Britain and the Colonies, since the Colony has been made a free port, would then greatly increase. Even at present, for the first six months of this year, there have been twenty-one British vessels in this port of Paramaribo, a total tonnage of 3,019, besides the English and Dutch vessels loaded in Nickerie for London, Liverpool, and the English colonies.

I remain, &c.

(Signed)

D. C. MUNRO.

PORTUGAL.

No. 167.

*Earl Russell to Sir A. Magenis.**Foreign Office, January 6, 1862.*

Sir, WITH reference to my despatch of the 31st ultimo, relative to the Traffic in Slaves which is still carried on from the Portuguese possessions on the East Coast of Africa, I enclose, for your information, a copy of a despatch which I have addressed to Her Majesty's Ambassador at Paris,* instructing him to bring to the notice of the French Government the substance of the reports received from the Commander-in-chief of Her Majesty's naval forces on the Cape of Good Hope station, showing that French subjects are still engaged in procuring negroes from the East Coast of Africa to be imported as free labourers into their colonies of Mayotte and Nossi Bé.

I am, &c.
(Signed) RUSSELL.

No. 168.

*Earl Russell to Sir A. Magenis.**Foreign Office, January 14, 1862.*

Sir, WITH reference to my despatch of the 31st ultimo, I transmit, for your information, the accompanying copy of a letter from Commodore Edmonstone† calling the attention of Her Majesty's Government to the importation, which has recently taken place in considerable numbers, of so-called free Africans into the Island St. Thomas from Loanda.

I have to instruct you to point out to the Portuguese Government that while, on the one hand, Her Majesty's Government can have no possible objection to offer to the removal, of their own accord, of *bond fide* free Africans from one part of the Portuguese possessions to another; on the other hand, if, as there is every reason to believe is the case, many of the so-called free Africans are in reality slaves taken thither in violation of the Treaty stipulations between the two countries, the authorities who connive at this breach of Treaty engagements will incur a serious responsibility, and will have themselves to blame if the packets, or other vessels engaged in the transport of these Africans, are detained by British cruisers.

I am, &c.
(Signed) RUSSELL.

No. 169.

*Earl Russell to Sir A. Magenis.**Foreign Office, January 14, 1862.*

Sir, I TRANSMIT herewith, for your information, an extract of a letter from Commodore Edmonstone,‡ reporting that a considerable Traffic in Slaves is carried on, chiefly by small coasting-vessels, between the mainland of Africa and the Islands of Principe and St. Thomas.

Whatever may be the real condition of the Africans who are referred to in my despatches of the 31st of December last and of this day's date, as being introduced into the Islands of Principe and St. Thomas as free labourers, this Report from Commodore

* Class B, presented 1861, No. 84.

† Class A, No. 81.

‡ Ibid., Inclosure 1 in No. 82.

Edmonstone shows that an undisguised Traffic in Slaves is carried on with those islands, and you cannot too strongly impress upon the Portuguese Government the necessity for immediate steps being taken to put a stop to it.

I am, &c.
(Signed) RUSSELL.

No. 170.

Earl Russell to Sir A. Magenis.

Sir,

Foreign Office, January 16, 1862.

I INCLOSE, for your information, a copy of a despatch which I have addressed to Her Majesty's Commissioners at Loanda* relative to the recent importation in considerable numbers of negroes, said to be free, into the Island of St. Thomas from the Portuguese possessions on the mainland of Africa.

I am, &c.
(Signed) RUSSELL.

No. 171.

Earl Russell to Sir A. Magenis.

(Extract.)

Foreign Office, January 16, 1862.

I TRANSMIT, for your information, a copy of a despatch from Her Majesty's Commissioners at the Cape of Good Hope,† inclosing a report upon the cases of twenty-two native vessels, or dhows, engaged in the Slave Trade, and captured by Her Majesty's cruisers on the East Coast of Africa.

These vessels were condemned in the Vice-Admiralty Court at Cape Town.

No. 172.

Sir A. Magenis to Earl Russell.—(Received January 23.)

My Lord,

Lisbon, January 15, 1862.

WITH reference to your Lordship's despatch of 31st December last, I have the honour to inclose herewith a copy of the note which, in obedience to your Lordship's instructions, I addressed yesterday to M. d'Avila.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 172.

Sir A. Magenis to Senhor d'Avila.

(Extract.)

Lisbon, January 14, 1862.

ON the 28th of November last year I had the honour, in a conversation with your Excellency, to bring unofficially to your notice a report from Her Majesty's Commissioner at the Cape of Good Hope, in which that gentleman refers to the alleged connivance of the Portuguese authorities in the export of slaves from the Portuguese possessions on the East Coast of Africa.

Since that date Her Majesty's Government have taken steps with the view to ascertain whether the statements contained in the Commissioner's Report, are well founded, and I am now instructed by Her Majesty's Principal Secretary of State for Foreign Affairs to communicate to the Portuguese Government the substance of that Report, as well as of information from Her Majesty's Consul at Zanzibar, and from the Admiral of Her Majesty's naval forces on the Cape station, which Her Majesty's Government regret to say confirm it.

* Class A, No. 28,

† Ibid., No. 15.

The accounts received from the East Coast of Africa during the past year all tend to show that the Slave Trade continues to be carried on to a very considerable extent. The principal traffic from the Portuguese possessions to the northward of 13° south latitude is in slaves, who are shipped at a cost of about 30 dollars a-head. At Ibo, Point Pangane, Matemo, Lambuo, Quisanga, and Quirimba, from 5,000 to 6,000 slaves were seen ready for embarkation.

At the Settlement at Pamba Bay, established by Captain Romero in 1858, the Cape Commissioner is informed that there is no traffic carried on except in slaves, who are kidnapped from the tribes in the neighbourhood, and sent to Ibo in the dhows employed in provisioning Pamba Bay.

This Traffic is so profitable to the Portuguese officials at the port of Ibo, and the successive Governors so speedily acquire a competence from the bribes they receive for permitting it, that they appear to care for no representations made respecting it. An instance is known in which the Governor of Ibo paid a bribe of 500 crowns to an Arab of Zanzibar, to induce him to withhold information of the supercargoes of slaves being then in the town.

It is also believed that the Slave Trade will be extensively resumed from Quillimane, as a Portuguese who resides there, by name De Cruz, when at Zanzibar openly boasted that he would soon make good some losses he had experienced by the sale of 4,000 slaves he possessed at Quillimane.

With these facts before it, Her Majesty's Government do not doubt that the Government of His Most Faithful Majesty will take immediate steps for the removal and punishment of those authorities who, in violation of the orders of their Government have been guilty of conniving at the Traffic in Slaves.

No. 173.

Earl Russell to Sir A. Magenis.

Sir,

Foreign Office, January 31, 1862.

I TRANSMIT to you, for your information, a copy of a letter from Lieutenant McHardy, of Her Majesty's ship "Penguin,"* addressed to Captain Philips, of Her Majesty's ship "Narcissus," reporting his having captured and destroyed a dhow under Portuguese colours off Quirimba Island on 24th August last.

I am, &c.
(Signed) RUSSELL.

No. 174.

Sir A. Magenis to Earl Russell.—(Received February 1.)

My Lord,

Lisbon, January 24, 1862.

WITH reference to your Lordship's despatch of the 31st ultimo, I have the honour to inclose herewith copy of the note which, in obedience to your Lordship's instructions, I addressed on the 20th instant to M. d'Avila, drawing the serious attention of the Portuguese Government to the extent to which the Traffic in Slaves is now carried on in their African possessions.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 174.

Sir A. Magenis to Senhor d'Avila.

M. le Ministre,

Lisbon, January 20, 1862.

I HAVE the honour to inform your Excellency that I have been instructed by Earl Russell to draw the serious attention of His Most Faithful Majesty's Government to the extent to which the Traffic in Slaves is now suffered to be carried on, directly or indirectly, in His Majesty's African dominions, owing to a want of due care and energy on the part of the local authorities.

* Class A No. 125.

The reports of Her Majesty's Commissioners at Loanda clearly show, that great facilities have been afforded to the operations of the slave-traders in the vicinity of the River Congo, by the numerous small craft employed in the coasting trade in that quarter, and furnished with regular papers by the authorities of Loanda.

Five vessels of this description sailing under the Portuguese flag, and provided with official papers by the Government of Angola were recently captured by the Portuguese cruiser "Don Pedro V," and three of them, the "*Tiger*," the "*Vai Vo*," and the "*Paquete de Moanda*," were condemned by the Mixed Commission Court at Loanda, it being proved that they had been employed by a notorious slave-dealer named Luiz Leivas, a Portuguese subject, in the shipment of slaves at Mangue Grande.

Another Portuguese subject, the well known slave-dealer of Loanda, Pamplona, was also concerned in this transaction, and it is stated that some of the slaves found in the "*Paquete de Moanda*" had been embarked under his directions in or near the very harbour of Loanda. Two Portuguese subjects, Antonio Alves and José Vieira Borges, were actually on board the "*Paquete de Moanda*" when that vessel was taken, and although they were proved to have assisted in the embarkation of the slaves at Mangue Grande, they were allowed to remain at large in the city of Loanda, having been admitted to bail when delivered up by the captors to the authorities at that place.

There is another subject which I am directed to bring to your Excellency's notice:

It is stated by Her Majesty's Commissioners at Loanda that a system has recently sprung up, and is now carried on to a great extent, of sending slaves from that place to the Island of St. Thomas under different denominations, sometimes as "domestic slaves" or "servants," at others as "libertos," occasionally as free negroes. But it is clear that nearly all these negroes, although provided with passports from the Government of the Province, and appearing in the list of passengers published in the "*Boletim Oficial*" as "*pretos livres*," are not free, and that they are only taken on board the vessels which convey them to St. Thomas on the plea of their being so for the purpose of evading the penalties of the Treaty of July 3, 1842.

I have the honour to inclose an extract from the "*Official Gazette*" of Loanda, from which it appears that during the first nine months of 1861, 415 negroes were shipped at that port for St. Thomas without any attempt at concealment. The Island of St. Thomas is a place in every way adapted to serve the purposes of the slave-dealers as a depôt for collecting slaves, and any vessels which might effect the shipment of her cargo there would find the prevailing winds suit them well for the voyage to Cuba; and independently of this consideration, the comparatively high price of slaves at St. Thomas itself renders the Traffic between Loanda and that place very lucrative, while the risk of detection or loss is slight, and the facilities of transport are considerable. The steamers touching at St. Thomas on their way to Lisbon are chiefly made use of by the persons engaged in these transactions; the same individual frequently making two or three voyages in the year, accompanied each time by ten slaves, the number prescribed by Article V of the Treaty of 1842, which is also evaded in many cases by distributing the slaves transported among the whole of the passengers on board the steamer, two slaves being set down as belonging to each passenger. Besides the negroes thus conveyed from Loanda, there is reason to believe that a great number of slaves are likewise introduced into the Island of St. Thomas from the River Gaboon, and adjacent parts of the continent.

In drawing your Excellency's attention to these circumstances, I am instructed at the same time to state that while, on the one hand, Her Majesty's Government feel bound to believe that the Government of His Most Faithful Majesty are acting in good faith, and are in earnest in their endeavours to suppress the Slave Trade, they are equally convinced, on the other hand, that the intentions of the Portuguese Government in this respect are not carried into effect by the Portuguese local authorities.

The reports which have reached Her Majesty's Government leave little room to doubt that during the past year two vessels succeeded in shipping cargoes of slaves from the Portuguese territory to the southward of Loanda, and the impunity with which Portuguese subjects notoriously known to be engaged in the Slave Trade have hitherto escaped the punishment due to their crimes, even when, as in the case of the two individuals Alves and Borges, referred to in the former part of this note, they are in the hands of the Portuguese authorities, cannot but encourage them to continue their unlawful pursuits.

One of the most effective measures for the suppression of this Traffic would be the removal from the African Coast of those Portuguese subjects who are notoriously known to be engaged in the Slave Trade; but whatever steps the Portuguese Government may think proper to take to vindicate their good faith in this matter, Her Majesty's Government feel that they are justified in requiring that some more stringent and effective measures than have hitherto been taken should be adopted by the Government of His Most

Faithful Majesty to prevent Portuguese subjects and authorities from engaging in or conniving at the Traffic in Slaves.

I avail, &c.
(Signed) ARTHUR C. MAGENIS.

No. 175.

Sir A. Magenis to Earl Russell.—(Received February 1.)

My Lord,

Lisbon, January 25, 1862.

WITH reference to your Lordship's despatches of the 14th instant, I have the honour to inclose herewith copy of the note which I, yesterday, addressed to M. d'Avila, impressing upon the Portuguese Government the necessity of putting a stop to the undisguised Traffic of Slaves, under the denomination of free labourers, which is carried on between the mainland of Africa and the Islands of St. Thomas and Principe.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 175.

Sir A. Magenis to Senhor d'Avila.

M. le Ministre,

Lisbon, January 24, 1861.

WITH reference to my note to your Excellency of the 20th instant, I am further instructed by Her Majesty's Principal Secretary of State for Foreign Affairs to state that the attention of Her Majesty's Government has been called to the importation, which has recently taken place in considerable numbers, of so-called free Africans into the Island of St. Thomas from Loanda.

I am also instructed by Earl Russell to point out to the Portuguese Government that while, on the one hand, Her Majesty's Government can have no possible objection to offer to the removal, of their own accord, of *bonâ fide* free Africans from one part of the Portuguese possessions to another, on the other hand, if, as there is every reason to believe is the case, many of the so-called free Africans are in reality slaves, taken thither in violation of the Treaty stipulations between the two countries, the authorities who connive at this breach of Treaty engagements will incur a serious responsibility, and will have themselves to blame if the packets or other vessels engaged in the transport of these Africans are detained by British cruisers.

The reports received by Her Majesty's Government show that an undisguised Traffic in Slaves is carried on between the mainland of Africa and the Islands of Principe and St. Thomas, and I am directed by Earl Russell to impress strongly upon the Portuguese Government the necessity for immediate steps being taken to put a stop to it.

I avail, &c.
(Signed) ARTHUR C. MAGENIS.

No. 176.

Earl Russell to Sir A. Magenis.

Sir,

Foreign Office, February 7, 1862.

WITH reference to your despatches of the 24th and 25th ultimo, I have to acquaint you that I approve the notes addressed by you to the Portuguese Government on the subject of the Slave Trade which is carried on from the Portuguese possessions on the West Coast of Africa.

I am, &c.
(Signed) RUSSELL.

No. 177.

Sir A. Magenis to Earl Russell.—(Received March 5.)

My Lord,

Lisbon, February 26, 1862.

IN obedience to the instructions contained in your Lordship's despatch of the 31st of last December, I addressed, on the 14th ultimo, a note to M. d'Avila, respecting

the connivance of Portuguese officials in the Slave Trade on the South-East Coast of Africa, copy of which was inclosed in my despatch of the 15th ultimo. I have now the honour to transmit to your Lordship, herewith, a translation of the reply which the Marquis of Loulé has addressed to me, inclosing copy of a Ministerial Order which has been sent to the Governor of Mozambique, instructing him to make a thorough investigation of the charges made against Portuguese officials in that district, to dismiss any who may be proved guilty, and to suspend from their functions any who may be suspected of conniving at the Traffic in Slaves.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

Inclosure 1 in No. 177.

The Marquis de Loulé to Sir A. Magenis.

(Translation.)

Foreign Office, Lisbon, February 22, 1862.

REPLYING to the note which you addressed to my predecessor dated the 14th of January last, respecting the Slave Trade operations which are said to be carried on at different points of the Province of Mozambique, I have the honour to send you herewith, for your own and your Government's knowledge, the inclosed copy of the Ministerial Order which was addressed by the Marine Department, under date of the 11th instant, to the Governor-General of that Province, for him to adopt the most energetic measures on this subject.

On this occasion it is my duty to inform you that, in consequence of previous communications on this same subject, which you have made by order of your Government, and which occasioned the transmission of the most decisive orders to the said Governor-General, the latter has promised, according to the assertion made in the despatch lately received from the Marine Department, to forward a Report, with the details not only of the result of his inquiries with regard to the said Traffic, but also of the measures which he may have been obliged to adopt, and as soon as the said Report is received, I shall communicate it to you.

I renew, &c.
(Signed) MARQUIS DE LOULE.

Inclosure 2 in No. 177.

Orders addressed to the Governor-General of the Province of Angola.

*Department of Marine and of the Colonies, 2nd Direction,
2nd Section.*

(Translation.)

THE inclosed translation of a note addressed by Her Britannic Majesty's Minister at this Court, through the Department of Foreign Affairs, respecting some Slave Trade operations carried on at different points of the Province of Mozambique, with the connivance of the respective authorities, having been received in this Department, and as this is a matter with respect to which it is His Majesty's will that the most energetic measures should be adopted for the purpose of repressing so iniquitous a Traffic, he commands, through the Department of State for the Affairs of Marine and of the Colonies, the Governor of the aforesaid province to endeavour to get by all the means in his power a true knowledge of the facts mentioned in the said note, in order that, in case they have taken place as it said, and that the authorities of those places have connived at such unlawful operations, he may immediately proceed to take all those measures which he may think necessary to stop their continuation, dismissing the same authorities should it be ascertained that they are involved in such speculations, or suspending them from their respective functions should they have only rendered themselves suspected of being so. His Majesty expects that the said Governor-General will carry out this inquiry with that zeal and activity of which he has always given proofs, and will consider the endeavours which he may put in practice for the most rigorous repression of the Traffic in Slaves, and for the purpose of removing once for all, from his subordinate authorities, the injurious suspicion of their connivance in such a Traffic, as one of the most important services done by him.

Palace, February 12, 1862.

(Signed) CARLOS BENTO DA SILVA.

No. 178.

Sir A. Magenis to Earl Russell.—(Received April 14.)

My Lord,

Lisbon, April 5, 1862.

I HAVE the honour to inclose to your Lordship herewith translation of a note, dated the 26th ultimo, from the Marquis de Loulé, forwarding copies of notes and documents (likewise inclosed herewith in translation) from the Minister of Marine, on the subject of the supposed increase of the Slave Trade in the Portuguese possessions of Africa, and the large importation of so-called free blacks from Loanda into the Island of St. Thomas.

From the contents of these notes and documents your Lordship will perceive that His Most Faithful Majesty's Government consider that the Governor-General of Angola is energetic in his endeavours to put an end to the Slave Trade traffic, while they state their inability to banish from the coast of Africa those Portuguese subjects who are involved in that Trade, unless they are proceeded against in conformity with the law.

I have, &c.

(Signed) ARTHUR C. MAGENIS.

Inclosure 1 in No. 178.

The Marquis de Loulé to Sir A. Magenis.

(Translation.)

Lisbon, March 26, 1862.

WITH reference to the notes which you addressed to my predecessor, dated the 20th and 24th of January last, calling the attention of His Majesty's Government to the supposed increase of the Slave Trade in the Portuguese possessions of Africa, and the large importation of so-called free blacks from Loanda which it is said has been made into the Island of St. Thomas, I have the honour to transmit to you the inclosed copies of two notes which have been lately addressed to me on this subject by the Minister of Marine.

From the contents of these notes, and of the documents annexed to them, you will perceive the manner in which the transport of the blacks from Loanda to St. Thomas has been effected, as also the precautions which have been taken by the Governor-General thereon.

As to the adoption of the measures suggested by you, viz., to banish from the coast of Africa those Portuguese subjects who are involved in the Slave Trade, allow me to observe to you, according to the statement of the Minister of Marine, that the Government of His Majesty could not carry it into effect unless those individuals were proceeded against in conformity with the law.

From the above-mentioned notes you will likewise perceive that the Governor-General of Angola is energetic in the persecution of that odious Traffic, and that the orders which are given would seem sufficient to arrive at the desired result.

I renew, &c.

(Signed) MARQUIS DE LOULE.

Inclosure 2 in No. 178.

The Minister of Marine to the Marquis de Loulé.

(Translation.)

*Marine and Ultramarine Department,
February 24, 1862.*

Most Illustrious and Excellent Sir,

IN answer to despatches from your Department of the 24th and 28th of January last, accompanying the translation of two notes of Her Britannic Majesty's Minister at this Court, in both of which the said Minister calls the attention of the Portuguese Government to the increase of the Slave Trade which he says has taken place in our African possessions, and touches especially upon the large importation of Africans which has lately taken place into the Island of São Thomé from Loanda, I have the honour to acquaint your Excellency with what follows, for the purpose of communicating it to the above-mentioned Minister.

I am informed by means of the despatch lately received in this Department from the Governor-General of the Province of Angola, dated the 5th of December of last year, that the said Governor-General, in a conversation which he held with Commodore Edmonstone, the Commander of the British naval station, and with the Commissioner, Mr. E. Gabriel, on the subject of the emigration of blacks from Loanda into São Thomé, had tried to enlighten the said British officials with respect to the allegation brought forward by them, namely,

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that, under the pretext of this transportation of blacks, a trade might be carried on for exporting slaves, and the same Governor-General had declared to them, at the same time, that these blacks emigrated in perfect conformity with the Portuguese laws, and with the Treaty of the 3rd July, 1842. However, as the British officials insisted upon their groundless allegation, notwithstanding the declarations alluded to, and as Her Britannic Majesty's Minister at this Court expresses the same ideas in his said note, and demands, by order of his Government, that some measures should be taken on this subject, it is my duty to acquaint your Excellency with the manner in which the transportation of blacks to São Thomé is carried out at Loanda, and with the precautions which the Governor-General has adopted on this subject.

No ship going from Loanda to São Thomé receives on board more than ten negroes either slaves or freedmen, carrying thus to exaggeration the exact compliance with the Treaty of the 3rd of July, 1842, in which freedmen are not, and could not, be included. Both these classes comply with all the conditions laid down in the respective laws. With regard to free negroes, those alone go who obtain passports as such, in conformity to the law; and they, moreover, comply with the obligations imposed by the Governor-General of the province, in order to assure himself with respect to their condition; and, for this purpose, they give a proper surety to prove that they are the same persons mentioned in the petitions presented, for the purpose of getting out passports to go to São Thomé in the capacity of free negroes, of which a proper record is made out in legal form. These petitions must, in addition to this, be accompanied by a document from the Administration of the district, showing that they are perfectly free individuals; and an official list of the names of the free negroes, and another of the slaves and freedmen, carried in each ship.

From what has been said, there is no doubt that the negroes going from Angola to São Thomé, do so in strict conformity with the laws, comply with all the formalities and give sureties; and it would be an abuse of authority, and a transgression against the fundamental law of the State, to refuse passports to Portuguese subjects under such conditions, and to hinder them from going where it may suit their purpose. Besides these precautions, the Governor-General of Angola has also taken the resolution of commissioning the Secretary to the Government of that Province (who had leave to attend to his health by a change of air, and went to São Thomé) to inquire in that island, together with the Governor thereof, into the services in which the blacks proceeding from Angola were engaged, and as to the condition in which they were placed; and it seems to me that, with such precautions and measures, no suspicions ought to be entertained with regard to this Traffic being the Slave Trade.

Examining attentively the first of the above-mentioned notes of Her Britannic Majesty's Minister, I must state to your Excellency that it appears to me to contain some contradictions and inconsistencies. With respect to the Slave Trade, as it is declared in that note that five ships had been lately captured by Portuguese cruizers, out of which three had been condemned by the proper Tribunal, by this assertion it is the Minister himself who proves that the Portuguese authorities show themselves to be very vigilant in the repression of this Traffic. The extract from the "Boletim" of the Government of Angola, which the above-mentioned Minister inclosed in his note in order to show that during the first nine months of 1861, 415 negroes had left for São Thomé, without any attempt to conceal them, proves the contrary of what it was wished to allege. For the very reason that full publicity is given to the transportation of the negroes, there can be no intention of evading the Treaty; and, moreover, from the same extract it can be seen that, in fourteen voyages of Portuguese ships, only 59 slaves were carried, whereas 140 might have gone, allowing 10 for each voyage, according to the Treaty.

With respect to the assertion that the Island of São Thomé is well adapted for a slave-depôt, whence slavers can carry them to Cuba with favourable winds, and that the comparatively high price of slaves in that island renders the Traffic between it and Loanda very lucrative, in this an evident contradiction can be noticed, because, if the price of slaves at São Thomé is high, it is clear that it cannot suit the speculators in this Traffic to go and purchase them there. The Island of São Thomé is drawing general attention to itself at the present day; the cultivation of coffee presents a very promising future; a great many speculators go there, and these on account of the scarcity of labourers in the province, try to get them at any cost; and, under these circumstances, the expenses and sacrifices made in order to obtain labourers, and the hopes of large profits from coffee, all tend to prove that the aim of the speculators neither is, nor can be, to traffic in Slaves, who could only be sold there at a very high price, but is, on the contrary, to see their hopes realized in the productions of the agricultural labour of their colonists.

In fine, the measure recommended by Her Britannic Majesty's Minister, namely, to expel from the African coast the Portuguese subjects who are known to be involved in the

Slave Trade neither can nor ought to be adopted by the Portuguese Government, until those individuals are judicially tried in conformity with the laws. I must, however, assure your Excellency that the Governor-General of Angola is energetically labouring for the repression of the Slave Trade, and that the measures which have been already taken in this matter appear to me to be sufficient to obtain the desired end.

God preserve, &c.

(Signed) JOSE DA SILVA MENDES LEAL.

Inclosure 3 in No. 178.

The Minister of Marine to the Marquis de Loulé.

(Translation.)

Most Illustrious and Excellent Sir,

Marine and Ultramarine Department,

March 7, 1862.

IN addition to my despatch of the 24th of last month, wherein I gave your Excellency some information respecting the emigration of negro labourers from the Province of Angola to that of São Thomé, I have the honour to transmit to your Excellency the inclosed copies of despatches from the Governors of the said Provinces, dated the 15th of December of last year, and the 8th of January, which show the result of the inquiry made by the Secretary to the Government of Angola, Jozé Barboza Leão, as to the manner in which the said labourers are received at São Thomé, and as to the services in which they are employed there.

God preserve, &c.

(Signed) JOSE DA SILVA MENDES LEAL.

Inclosure 4 in No. 178.

The Governor of the Province of St. Thomas to the Minister of Marine.

(Translation.)

Most Illustrious and Excellent Sir,

Government Palace at St. Thomas,

December 15, 1861.

I HAVE the honour to inform your Excellency that the Secretary-General to the Government of the Province of Angola, Jozé Barboza Leão, presented himself in this island on his arrival in the steamer "Dom Pedro," not only to see if he could recover his health by means of the voyage, but also to avail himself of the opportunity to obtain direct information concerning the mode of registering the black slaves coming from Loanda, and as to what is the lot of those who present themselves as free negroes and freedmen.

The said Secretary remained convinced that the Decree of the 14th of December, 1854, is strictly complied with, and that the respective rules therein laid down are regularly put into execution, after he had examined the keeping of the books containing the registers concerning the slaves and the freedmen. It likewise came to his knowledge that the free negroes coming to this city were only employed in such work as they voluntarily sought after, like any other private individual, and only accomplished it as long as it suited them, being altogether exempt from the least subjection, as is the case with slaves or freedmen.

I further proved the veracity of this mode of proceeding by the course followed in the case of a free negro who came from Angola, and brought out with him a regular passport, as all others coming out in this capacity do. Some weeks having elapsed, the said negro, displeased with his stay in this island, again demanded a passage to Loanda, upon which I immediately ordered a passport to be given to him, and he departed freely for his place of destination.

In order to enable the aforesaid Secretary to give the respective Governor-General of Angola fuller information with respect to the interest and care which I take for the purpose of keeping up by all means the lawful introduction of labourers for agricultural works from the Province of Angola, I made known to him the punishment which I inflicted upon a slave-dealer, who by abuse of the law was bringing over blacks from Gabão to this island. Hence it can therefore be seen that authorities who act in this manner prove it to be their wish also that the Decree of the 14th of December, 1854, should not be abused, or erroneously interpreted, because it presents by itself quite sufficient guarantee for the lawful introduction of labourers from the Province of Angola for the works in these islands.

God preserve, &c.

(Signed) JOSE PEDRO DE MELLO.

Inclosure 5 in No. 178.

The Governor-General of the Province of Angola to the Minister of Marine.

(Translation.)

(Extract.)

January 8, 1862.

I INFORMED your Excellency by the previous packet that I commissioned the Secretary-General, on the occasion of his going to São Thomé, to examine carefully, together with the Governor, the manner in which the negro labourers transported from this place to that were received there, and the position in which they are placed, both for my rule of conduct and to give your Excellency an account thereof. I have the honour, therefore, to send your Excellency the inclosed copy of the despatch which he addressed to me on his return to this city, from which it can be seen that things are being carried on there in a most satisfactory manner, as your Excellency will observe.

Inclosure 6 in No. 178.

The Secretary-General to the Government of the Province of Angola to the Governor-General.

(Translation.)

(Extract.)

January 5, 1862.

YOUR Excellency has judged it expedient that I should repair to the Island of São Thomé, and that after gathering information from the Governor of the province, I should report to you what was going on there with respect to the free labourers transported from this place to that island in the capacity of free, freedmen, and slaves. In compliance, therefore, with your Excellency's orders, I departed for that place on the 6th of December in the steamer "Dom Pedro," of the Mercantile Union Company, and after my arrival on the 13th I immediately set myself to discharge the task committed to me. I endeavoured to gather the necessary information, not only from the official Departments, but also from private individuals, and I came at last to the knowledge that the worthy Governor of that province was giving this affair all proper care and attention. It is my duty to inform your Excellency that the result of my inquiry is as follows:—

First. That the blacks going from Angola in the quality either of slaves or of freedmen are registered and placed under the charge of the respective Protecting Board, in perfect conformity with what is laid down in the Decree of the 14th December, 1854.

Secondly. That the blacks who go out as free have full liberty of doing what they like with themselves, in fact, like free men, which they are in reality; but being rude and inexperienced, and as the Governor thinks it convenient to keep a watch on them, he recommends those persons who engage their services to take proper care of them, and he exercises the necessary inspection and superintendence as to the mode of treatment with which they meet by means of the Administrator of the district and of the parochial officers. It seems clear, therefore, excellent Sir, that the black emigrants proceeding to São Thomé are received and settled there in perfect conformity with the laws, and that the authorities show great solicitude in their behalf.

In the same way, in consequence of the scarcity of workmen, and of the great want of them which agriculturists feel, it seems clear that the slaves and freedmen will be well treated by their owners and masters, and that the labourers especially will be very well treated by their employers, in order that there may be no reason to allow themselves to be enticed to exchange their work with some agriculturists for others who promise them better treatment and advantages.

No. 179.

Earl Russell to Sir A. Magenis.

Sir,

Foreign Office, April 16, 1862.

WITH reference to my despatches of the 14th of January last, I transmit to you herewith copies of a further despatch and its inclosure from Her Majesty's Commissioners at Loanda,* by which it will be seen that no less than 467 slaves were exported from that port as free labourers to the Island of St. Thomas between the 2nd of October and 8th of January last.

Her Majesty's Government do not doubt that the Government of His Most Faithful

Majesty, in view of the representations which you have already been instructed to make to them on this subject, will have already taken steps to put a stop to this undisguised Traffic in Slaves, but you will, nevertheless, communicate to the Portuguese Minister a copy of the Commissioners' despatch, and you will state to his Excellency that you are instructed not to disguise the fact that, if effectual measures are not taken by the Portuguese authorities to check this Traffic, stringent instructions will be given to our cruisers to do so.

I am, &c.
(Signed) RUSSELL.

No. 180.

Sir A. Mageniz to Earl Russell.—(Received May 2.)

My Lord,

Lisbon, April 25, 1862.

I HAVE the honour to acknowledge the receipt, on the 22nd instant, by steam-packet "Alhambra," of your Lordship's despatch of the 16th of this month.

In obedience to its instructions I addressed a note yesterday to the Marquis de Loulé, copy of which I have the honour to inclose herewith, communicating to his Excellency copy of a despatch from Her Majesty's Commissioner at Loanda, showing the undisguised Traffic in Slaves, as free labourers, which is carried on from that port to the Island of St. Thomas, and informing his Excellency that I am instructed by your Lordship not to disguise the fact that if effectual measures are not taken by the Portuguese authorities to check this Traffic, stringent instructions will be given to Her Majesty's cruisers to do so.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 180.

Sir A. Mageniz to the Marquis de Loulé.

M. le Ministre,

Lisbon, April 24, 1862.

I AM instructed by Her Majesty's Principal Secretary of State for Foreign Affairs to communicate to your Excellency the inclosed copy of a despatch and its inclosure from Her Majesty's Commissioners at Loanda, by which it will be seen that no less than 467 slaves were exported from that port as free labourers to the Island of St. Thomas between the 2nd of October and the 8th of January last.

Her Majesty's Government do not doubt that the Government of His Most Faithful Majesty, in view of the representations which I have already been instructed to make to them on this subject, will have already taken steps to put a stop to this undisguised Traffic in Slaves, but I am nevertheless instructed by Earl Russell not to disguise the fact that if effectual measures are not taken by the Portuguese authorities to check this Traffic, stringent instructions will be given to Her Majesty's cruisers to do so.

I avail, &c.
(Signed) ARTHUR C. MAGENIS.

No. 181.

Earl Russell to Sir A. Mageniz.

Sir,

Foreign Office, May 6, 1862.

I TRANSMIT to you herewith, for your information, a despatch which I have received from Her Majesty's Commissioners at Loanda,* forwarding the joint Report of the British and Portuguese Commissioners at that place for the year 1861.

I am &c.
(Signed) RUSSELL.

Earl Russell to Sir A. Magenis.

Sir,

Foreign Office, May 16, 1862.

I HAVE received your despatches of the 29th ultimo and 6th instant, inclosing the despatches forwarded to you under flying seal by Her Majesty's Commissioners at Loanda.

You will have learnt from these reports that so far from there having been any abatement of the practice of embarking slaves from Loanda and other places on the mainland for the Island of St. Thomas, the practice has gone on increasing, and the legality of the proceedings of the Portuguese authorities in this respect is maintained and defended by the Governor-General of Angola.

It would appear, moreover, that this illegal traffic is accompanied by many of the cruelties attendant on the Cuban Slave Trade, the negroes being in some instances transported in small coasting-vessels incapable of affording sufficient accommodation for the numbers they contain, or of carrying adequate supplies.

The Commissioners in their despatch dated the 25th of March last, mention an instance in which one of these small vessels was fallen in with, having on board a number of negroes reduced to a great state of suffering by the want of water.

Her Majesty's Government feel that they would have been justified, when this system of transporting slaves from Loanda to St. Thomas was first brought to their notice, in issuing instructions to the Commanders of Her Majesty's cruisers to seize and detain vessels engaged in this traffic, and to send them for adjudication before the Mixed Commission Court at Loanda; but they had hoped that it would have been sufficient for them to bring the subject to the notice of the Government of His Most Faithful Majesty, to insure the promulgation of the most stringent measures to prevent the repetition of these illegal and inhuman proceedings. In this hope Her Majesty's Government have been disappointed, and I regret that the tenour of the accounts received within the last year both from the East and West Coasts of Africa show not only that Portuguese subjects are largely engaged in Slave Trade, but that in some instances Portuguese authorities connive at, if they do not actually participate in, the traffic. It will suffice here to mention the last instance recorded of the complicity of Portuguese subjects in Slave Traffic.

The Portuguese brig "*Sophia*" left Loanda on the 10th of December last with thirty-five negroes and a quantity of cattle, bound ostensibly for St. Thomas. The information received by Her Majesty's Government does not state whether these negroes reached that island, or whether they were even destined for that place; but there can be no doubt that in the early part of the month of February the "*Sophia*" shipped a cargo of 600 slaves in the Congo, and left the river under Portuguese colours for Cuba.

It is impossible for Her Majesty's Government to view with indifference this state of things, and I have accordingly to instruct you to ask for an audience of the King of Portugal, at which you will bring to the knowledge of His Most Faithful Majesty the substance of the reports that have been forwarded to you relating not only to the transport of negroes to St. Thomas, but to the whole subject of the Slave Trade.

You will point out the heinousness of the Traffic, and the bad impression created in England by the complicity in it of the Portuguese authorities, and you will add that Her Majesty's Government will be obliged very reluctantly to exercise the powers they possess by Treaty by seizing all vessels suspected of Slave Trade, whatever name it may bear, leaving it to the Courts to decide whether the negroes found on board are free labourers or slaves.

You will at the same time deliver a note to the Portuguese Minister for Foreign Affairs, in the sense of this despatch.

I am, &c.
(Signed) RUSSELL.

No. 183.

Sir A. Magenis to Earl Russell.—(Received May 22.)

My Lord,

Lisbon, May 16, 1862.

I CALLED the attention of the Marquis de Loulé, on the 9th instant, to the circumstances detailed in Mr. Gabriel's despatch of 8th March, which that gentleman had transmitted to me under flying seal.

I strongly urged his Excellency, if he wished to avoid most serious complications

with the naval forces of Her Majesty on that station—for if the Portuguese Government did not put a stop to this Traffic he might be assured that Her Majesty's naval forces would do so—to send orders to Loanda to put an end to the practice of sending so-called “free negroes” to St. Thomas; adding, that it was morally impossible that there should have been 2,000 (the number stated by Mr. Gabriel) such negroes really free, and ready to emigrate to St. Thomas in little more than twelve months, and that in fact it was the Slave Trade in disguise, and was, I feared, rather encouraged than prevented by the Portuguese officials at Loanda, who received various fees on the pretended liberation of these negroes. I also alluded to the case of the Portuguese brig “*Sophia*,” mentioned by Mr. Gabriel in the same despatch, which had sailed from Loanda in December last with 35 of these “free negroes,” nominally for St. Thomas, but having shipped a cargo of 600 slaves in the Congo, proceeded to Cuba.

His Excellency made a note of these two cases, and promised to refer them to the Minister of Marine and the Colonies.

I have likewise spoken to an English merchant here of great respectability, who is interested in the “*União Mercantil*,” and pointed out to him the risks their vessels, which frequently conveyed these negroes, run of being at least detained by some of Her Majesty's cruisers, and possibly condemned as taking part in the Slave Trade.

I have, &c.

(Signed) ARTHUR C. MAGENIS.

No. 184.

Sir A. Magenis to Earl Russell.—(Received June 1.)

My Lord,

Lisbon, May 23, 1862.

I HAVE the honour to acknowledge the receipt, on the 22nd instant, by the steam-boat “*Tagus*,” of your Lordship's despatches of the 16th instant, together with their respective inclosures.

Your Lordship instructed me, referring to the late reports from Her Majesty's Commissioners at Loanda, bringing to your notice the great extent to which the emigration to St. Thomas of so-called “free negroes” had gone, to ask for an audience of the King of Portugal, at which I was to bring to the knowledge of His Most Faithful Majesty the substance of the reports above mentioned, and further, to deliver a note to the Minister for Foreign Affairs in the sense of your despatch; and I have the honour to inform your Lordship that, as I was to have an audience of the King a few hours after the receipt of your despatch, previously to my departure from this, in a few days, on leave of absence, I took that despatch with me.

I had informed the Marquis de Loulé, before I was received by the King, of your Lordship's instructions; and after explaining briefly to His Most Faithful Majesty the extent to which this Traffic had grown, and the grounds on which it was believed that this emigration was nothing else than the Slave Trade in disguise, I requested him to read your Lordship's despatch on the subject, which His Majesty did without making one word of comment. I am not, however, without hopes that the Marquis de Loulé, who was present, will feel the importance Her Majesty's Government attach to this subject, by my having brought it under His Most Faithful Majesty's especial notice, and will endeavour seriously to put a stop to it. His Excellency promised me that immediate inquiries should be made, but he expressed his disbelief that Portuguese officials either connived at or participated in the Traffic.

I inclose copy of a note which I have this day addressed to the Marquis de Loulé on this subject, in obedience to your Lordship's instructions.

I have, &c.

(Signed) ARTHUR C. MAGENIS.

P.S.—The Marquis de Loulé, who has just called to wish me good-bye previously to my departure to-morrow, assured me that he has communicated with the Minister for the Colonies since he had received my note of the 23rd, and that immediate steps should be taken to put a stop to the cause of my complaint. His Excellency at the same time expressed the high confidence which he felt in the honour and integrity of the present Governor of Loanda, adding that he was as sure of that gentleman as he would be of himself, and that if any abuses had taken place, he was no party to them.

A. C. M.

Inclosure in No. 184.

Sir A. Magenís to the Marquis de Loulé.

M. le Ministre,

Lisbon, May 23, 1862.

I HAVE the honour to inform your Excellency that I have been instructed by Her Majesty's Principal Secretary of State for Foreign Affairs again to make serious representations to the Government of His Most Faithful Majesty on the Traffic in Negroes which for some time past has been allowed to continue unchecked in the African dominions of the Portuguese Crown.

The most recent reports of Her Majesty's Commissioners at Loanda show that the practice of embarking so-called "free negroes" from that port and other places on the mainland for the island of St. Thomas, a practice to which I had the honour of drawing the attention of your Excellency in my note of the 24th ultimo, so far from having abated, has gone on increasing; and it would appear, moreover, that this illegal Traffic is accompanied by many of the cruelties attendant on the Cuban Slave Trade, the negroes being in some instances transported in small coasting vessels incapable of affording sufficient accommodation for the number they contain, or of carrying adequate supplies. One case in particular may be mentioned, in which a Portuguese merchant-ship fell in with a vessel of less than 25 tons, bound for St. Thomas, with between 30 and 40 negroes on board, who were found in a state of great suffering from want of water.

It is believed, on good grounds, that upwards of 2,000 negroes have been conveyed from Loanda to St. Thomas since the beginning of 1861, and it is asserted that the greater part of those who are thus constantly transported to that island are purchased at Loanda by private individuals expressly for the purpose of shipment. These negroes, who are generally of the rudest class, and fresh from the interior, cannot possibly be supposed to be *bonâ fide* free agents voluntarily emigrating from their native country, whatever may be the form of emancipation gone through by their masters in order to evade the law; and although certificates and other documents may be produced to show that the letter of the Treaty of 1842 is not infringed, while its spirit is violated, it is evident that these operations, by whatever name they may be designated, must have the effect of stimulating the Slave Trade in the interior of Africa.

There is good reason to believe that, besides the vessels ostensibly employed in carrying negroes described in the official Gazette as "free blacks," numbers of small coasting craft, the names of which never appear in that "Gazette," are constantly sailing from Loanda with cargoes of slaves for St. Thomas.

Her Majesty's Government feel that they would have been justified when this system of transporting slaves from Loanda to St. Thomas was first brought to their notice, in issuing instructions to the Commanders of Her Majesty's cruisers to seize and detain vessels engaged in this Traffic, and to send them for adjudication before the Mixed Commission Court at Loanda; but they had hoped that it would have been sufficient for them to bring the subject to the notice of the Government of His Most Faithful Majesty to ensure the promulgation of the most stringent measures to prevent the repetition of these illegal and inhuman proceedings. In this hope Her Majesty's Government have been disappointed, and they regret that the tenour of the accounts received within the last year, both from the east and west coasts of Africa, show not only that Portuguese subjects are largely engaged in the Slave Trade, but that in some instances Portuguese authorities connive at, if they do not actually participate in, the Traffic.

It will suffice here to mention the last instance recorded of the complicity of Portuguese subjects in the Slave Traffic.

The Portuguese brig "*Sophia*" left Loanda on the 10th of December last with 35 negroes and a quantity of cattle bound ostensibly for St. Thomas. The information received by Her Majesty's Government does not state whether these negroes reached that island, or whether they were even destined for that place, but there can be no doubt that in the early part of the month of February the "*Sophia*" shipped a cargo of 600 slaves in the Congo, and left that river under Portuguese colours for Cuba. It is impossible for Her Majesty's Government to view with indifference this state of things, and I am accordingly instructed to point out to the Government of His Most Faithful Majesty that a very bad impression has been created in England by the complicity of Portuguese authorities in this heinous Traffic, and to add that Her Majesty's Government will be obliged, very reluctantly, to exercise the powers they possess by Treaty, by seizing all vessels suspected of Slave Trade, whatever name it may bear, leaving it to the Courts to decide whether the negroes found on board are free labourers or slaves.

I have, &c.

(Signed) ARTHUR C. MAGENIS.

No. 185.

*Earl Russell to Sir A. Mageniz.**Foreign Office, June 3, 1862.*

Sir,

I HAVE received your despatch of the 25th of April; and I have to convey to you my approval of the note which you addressed to the Marquis de Loulé on the 24th of April, upon the subject of the exportation of slaves, as free labourers, from Loanda to the Island of St. Thomas.

I am, &c.
(Signed) RUSSELL.

No. 186.

*Earl Russell to Sir A. Mageniz.**Foreign Office, June 3, 1862.*

Sir,

I HAVE received your despatch of the 16th ultimo, inclosing a copy of a note which you addressed to the Portuguese Minister, calling his attention to the serious complications which are likely to arise should the traffic in the so-called free negroes from Loanda to the Island of St. Thomas be allowed to continue, with the apparent sanction of the Portuguese officials on that coast.

I have to instruct you, in the event of your not having already received a reply to your note, to call upon the Marquis de Loulé to inform you of the result of the inquiries which he stated he would make of the Minister of Marine and the Colonies upon this subject.

I am, &c.
(Signed) RUSSELL.

No. 187.

*Earl Russell to Sir A. Mageniz.**Foreign Office, June 18, 1862.*

Sir,

I HAVE received your despatch of the 23rd of May last; and I have to convey to you my approval of the note which, in accordance with the instructions contained in my despatch of the 16th ultimo, you addressed to the Marquis de Loulé, containing a further remonstrance against the Traffic in Slaves now carried on between Loanda and the Island of St. Thomas.

I am, &c.
(Signed) RUSSELL.

No. 188.

*Mr. Herries to Earl Russell.—(Received June 23.)**Lisbon, June 14, 1862.*

(Extract.)

YOUR Lordship's two despatches of the 3rd instant, both addressed to Sir A. Mageniz, reached me this morning by the "Tagus."

I saw the Marquis de Loulé at the Foreign Office to-day; and in execution of your Lordship's instructions requested that his Excellency would inform me of the result of the inquiries which he had stated he would make of the Minister of Marine and Colonies on the subject of the Traffic in Negroes between Loanda and St. Thomas. His Excellency said that the Minister of Marine had not yet received from the Governor of Angola the explanations which he had called for some time since.

The Marquis de Loulé had already acquainted me, in acknowledging receipt of Sir A. Mageniz' last note, dated May 23, on this subject, that he had communicated it to the Minister of Marine.

In consequence of representations made to them privately by Sir A. Mageniz, the Directors of the Mercantile Union Steam Navigation Company, whose steamers, plying between Loanda and Lisbon, touch at St. Thomas, have given strict orders to their agents and the Commanders of their vessels on no account to abet any violation or fraudulent evasion of the Treaty of 1842, and to refuse to carry negroes as passengers in all cases of doubtful legality.

Earl Russell to Mr. Herries.

Sir,

Foreign Office, July 12, 1862.

I TRANSMIT to you herewith copies of a despatch and its inclosures from Sir Henry Huntley,* who holds Her Majesty's Commissions as Consul for the Province of Angola, and Arbitrator in the Mixed Commission Court at Loanda, reporting the circumstances under which he declined to receive a letter addressed to him individually in his character of Consul by the Governor-General of Angola, replying to a communication made jointly by Her Majesty's Commissioners to the Governor-General, on the subject of the transport of slaves from Loanda to St. Thomas, under the pretence of their being voluntary emigrants.

By a Portaria issued by the Portuguese Minister of Marine, dated the 14th February, 1854, a translation of which accompanies Sir Henry's Huntley's despatch, you will perceive that permission is expressly given to the British Commissioner to correspond freely with the Governor-General of Angola upon matters connected with the Slave Trade when any urgent question may arise, and in conformity with the above order Her Majesty's Commissioner has been in the constant habit of corresponding directly with the Governor-General upon all matters connected with the Slave Trade.

Her Majesty's Government cannot suppose that it is owing to any fresh orders from Lisbon that the Governor-General of Angola declined to communicate directly with Her Majesty's Commissioner, and they are still more unwilling to believe that any discourtesy was intended by that officer to Mr. Gabriel by the course of proceeding which his Excellency adopted; but whatever reason the Governor-General may have had for addressing his reply to a joint communication made to him by Her Majesty's Commissioners to Sir Henry Huntley alone, Her Majesty's Government can conceive no case in which direct communication between Her Majesty's Commissioner and the first Portuguese authority in Angola was more urgent and necessary than the one which has given rise to this correspondence, viz., the introduction of slaves into the Island of St. Thomas, under the pretence of their being free labourers, in contravention of the provisions of the Treaty of 1842.

I have to desire that you will address a note on this subject to the Portuguese Government, and you will request that such instructions may be sent to the Governor-General of Angola as will prevent a similar course of proceeding on his part for the future.

I am, &c.
(Signed) RUSSELL.

No. 190.

Mr. Herries to Earl Russell.—(Received July 12.)

My Lord,

Lisbon, July 6, 1862.

ON the 28th ultimo a Bill for the abolition of slavery in the Cape Verde Islands, brought in by the Deputies for that Province, was read a second time in the Chamber of Deputies, and referred to a Committee.

The provisions of the Bill are to the following effect:—

Article 1. Slavery to be abolished, and existing slaves to be immediately emancipated in the Islands of St. Anthony, St. Vincent, St. Nicholas, and St. Lucia.

Art. 2. Compensation to be paid by the Government to the owners of the slaves emancipated.

Art. 3. The execution of the law to be reported to the Cortes by the Government.

I have, &c.
(Signed) EDWARD HERRIES.

No. 191.

Earl Russell to Mr. Herries.

Sir,

Foreign Office, July 28, 1862.

I HAVE received your despatch of the 6th instant, reporting that a Bill for the abolition of slavery in the Cape Verde Islands, introduced by the Deputies for that Province, has been read a second time by the Chamber of Deputies, and referred to a Committee.

Her Majesty's Government hope that the Bill will pass, and that the influence of the Portuguese Government will not be wanting to ensure the success of this humane measure.

I am, &c.
(Signed) RUSSELL.

No. 192.

Earl Russell to Mr. Herries.

Sir, *Foreign Office, July 28, 1862.*

I TRANSMIT to you herewith extracts of despatches which I have received from Dr. Livingstone,* relative to the Slave Trade proceedings of the Portuguese on the eastern side of the continent of Africa.

You will perceive from Dr. Livingstone's Report that there can be little doubt that the Portuguese Governor of Tette is privy to the organization of slave-hunts in the interior of Africa, and that the miserable negroes who are made captives are bartered by the Governor's agents with the Chiefs of other tribes for ivory.

It is in consequence of a long course of proceedings similar to those reported by Dr. Livingstone, that the Portuguese colonial possessions on the Eastern Coast of Africa, instead of becoming, as they might have been, flourishing colonies, are now only monuments of Portuguese misrule, and this must continue to be the case so long as the natives, instead of being protected and encouraged in cultivating the valuable productions of the soil, are hunted down like wild beasts, to be sold as slaves, and it seems that the abettors of these criminal practices and these violations of the laws and Treaties of Portugal are sometimes officers holding Commissions in the service of the King of Portugal.

Her Majesty's Government are unwilling to believe that the Government of His Most Faithful Majesty can be aware that proceedings of the nature of those reported by Dr. Livingstone are carried on within the Portuguese dominions; I have, therefore, to desire that you will communicate to the Portuguese Government the substance of Dr. Livingstone's Reports, and in doing so you will express the earnest hope of Her Majesty's Government that effectual steps will be taken to put an end to these criminal proceedings.

Her Majesty's Government trust that the persons concerned in these proceedings will meet with the punishment they deserve, and that the Governors and agents who permit these foul acts will be removed, and replaced by honest and humane men.

I am, &c.
(Signed) RUSSELL.

No. 193.

Mr. Herries to Earl Russell.—(Received July 31.)

My Lord, *Lisbon, July 24, 1862.*

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 12th instant, and to transmit herewith a copy of a note which, in obedience to the instructions contained in that despatch, I have addressed to the Marquis de Loulé, stating the circumstances under which Sir Henry Huntley declined to receive a letter addressed to him individually, in his Consular capacity, by the Governor-General of Angola, in reply to a communication made jointly by Her Majesty's Ministers, pointing out the objections to the course pursued by the Governor-General; and requesting that instructions may be sent to that functionary to prevent a similar course of proceeding on his part for the future.

I have, &c.
(Signed) EDWARD HERRIES.

Inclosure in No. 193.

Mr. Herries to the Marquis de Loulé.

M. le Ministre, *Lisbon, July 23, 1862.*

IN obedience to instructions which I have received from Her Britannic Majesty's Principal Secretary of State for Foreign Affairs, I have the honour to draw your Excellency's attention to the following circumstances that have been recently reported to Her Majesty's Government.

* Nos. 214 and 215.

On the 24th of March, a communication was made jointly by Her Majesty's Commissioners at Loanda, Mr. Gabriel and Sir Henry Huntley, to the Governor-General of Angola, on the subject of the surreptitious conveyance of slaves from Loanda to the Island of St. Thomas, and in reply to that communication the Secretary to the Government addressed a letter on the 27th of March, not to Her Majesty's Commissioners, but to Sir Henry Huntley alone, as Her Majesty's Consul.

Conceiving that this letter might have been misdirected through inadvertence, Sir Henry Huntley applied to the Secretary for the rectification of the error; but he was distinctly informed that the letter of the 27th of March had been addressed to him in his Consular capacity by order of the Governor-General, who held Her Majesty's Consul, as the British Diplomatic Agent at Loanda, to be alone competent to deal with the question which formed the subject of the two Commissioners' letter of the 24th March.

Sir Henry Huntley could not concur in this opinion, and as the Governor-General persisted in declaring that the matter referred to was beyond the cognizance of Her Majesty's Commissioners, declined to receive the letter of the 27th March, grounding his refusal upon the terms of a Portaria of the Portuguese Marine and Colonial Department dated the 14th February, 1854, and likewise upon instructions given by the Earl of Clarendon, on this subject, to Her Majesty's Vice-Consul at Loanda in 1854.

By the above-mentioned Portaria permission is expressly given to the British Commissioner to correspond freely with the Governor-General of Angola, upon matters connected with the Slave Trade, when any urgent question may arise, and in conformity with that order Her Majesty's Commissioner has been in the constant habit of corresponding directly with the Governor-General of Angola upon all matters connected with the Slave Trade.

Her Majesty's Government cannot suppose that it was owing to any fresh orders from Lisbon that the Governor-General of Angola declined to communicate directly with Her Majesty's Commissioners, and they are still more unwilling to believe that any discourtesy was intended by that officer to Mr. Gabriel by the course of proceeding which his Excellency adopted; but whatever reason the Governor-General may have had for addressing his reply to a joint communication made to him by Her Majesty's Commissioners, to Sir Henry Huntley alone, Her Majesty's Government can conceive no case in which direct communication between Her Majesty's Commissioners and the first Portuguese authority in Angola was more urgent and necessary than the one which has given rise to this correspondence, namely, the introduction of slaves into the Island of St. Thomas under the pretence of their being free labourers, in contravention of the provisions of the Treaty of 1842.

I am directed, therefore, to request that such instructions may be sent by Her Most Faithful Majesty's Government to the Governor-General of Angola as will prevent a similar course of proceeding on his part for the future.

I avail, &c.
(Signed) EDWARD HERRIES.

No. 194.

Earl Russell to Mr. Herries.

Sir,

Foreign Office, August 2, 1862.

I TRANSMIT to you herewith copies of a despatch, and its inclosure, from Her Majesty's Commissioner at Loanda,* reporting the capture of a brig by Her Majesty's ship "Torch" without colours or papers, but which there is every reason to believe was the Portuguese brig "*Alegre*," which cleared from Liverpool for Lisbon in July of last year.

As it is more than probable that this vessel was fitted out for the Slave Trade in the Tagus, I have to instruct you to bring this case to the notice of the Portuguese Minister for Foreign Affairs, and to request his Excellency to cause inquiries to be made with the view, if possible, to the punishment of the parties implicated in this slave-trading transaction.

You will likewise call the attention of the Marquis de Loulé to the statement that three more vessels were fitting out in the Tagus for the Slave Trade when the "*Alegre*" left Lisbon.

I am, &c.
(Signed) RUSSELL.

No. 195.

Earl Russell to Mr. Herries.

Sir,

Foreign Office, August 2, 1862.

THE Queen having been graciously pleased to appoint Mr. Watson Vredenburg to be Her Majesty's Arbitrator in the Mixed Commission Court at Loanda, and Consul for the Province of Angola, in the place of Sir Henry Huntley, who has been recalled, I transmit to you herewith the commission granted to Mr. Vredenburg as Consul, and I have to instruct you to procure the usual exequatur from the Portuguese Government, which you will transmit to this office, together with the commission.

I am, &c.
(Signed) RUSSELL.

No. 196.

Mr. Herries to Earl Russell.—(Received August 6.)

My Lord,

Lisbon, July 25, 1862.

WITH reference to your Lordship's despatch of the 12th instant, I have the honour to report that in the course of a conversation which I had with the Marquis de Loulé this morning, his Excellency alluding to the note (copy of which was inclosed in my despatch of July 24th) of the 23rd instant, on the subject of the refusal of the Governor-General of Angola to communicate directly with Her Majesty's Commissioners at Loanda, expressed his entire concurrence in the opinion of Her Majesty's Government as to the inconvenience of the course adopted by the Governor-General, and informed me, at the same time, that instructions in that sense would be sent to him, without delay, by the Minister for Marine and the Colonies.

I have, &c.
(Signed) EDWARD HERRIES.

No. 197.

Mr. Herries to Earl Russell.—(Received August 17.)

My Lord,

Lisbon, August 8, 1862.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 28th of July, and to report that I took an opportunity this day of expressing to the Marquis de Loulé the hope of Her Majesty's Government that the Bill for the abolition of slavery in the Cape Verd Islands would be supported by the Government in the ensuing Session of the Cortes.

His Excellency assured me that he and his colleagues would do their best to ensure the success of the measure, of which he highly approved, and which he had no doubt would pass without difficulty. He added that the number of slaves in the Cape Verd Islands being very limited, the sacrifices required for their emancipation would not be considerable.

I have, &c.
(Signed) EDWARD HERRIES.

No. 198.

Mr. Herries to Earl Russell.—(Received August 17.)

My Lord,

Lisbon, August 8, 1862.

I HAVE the honour to transmit to your Lordship herewith a copy of a note which I have addressed to the Marquis de Loulé, communicating to the Portuguese Government, in obedience to the instructions conveyed to me by your Lordship's despatch of the 28th July, the substance of Dr. Livingstone's reports relative to the participation of Portuguese authorities in the Slave Trade on the eastern side of the Continent of Africa, and expressing the hope of Her Majesty's Government that steps will be taken to put an end to the criminal proceedings described by Dr. Livingstone.

I have, &c.
(Signed) EDWARD HERRIES.

Inclosure in No. 198.

Mr. Herries to the Marquis de Loulé.

M. le Ministre,

Lisbon, August 7, 1862.

I HAVE the honour to make your Excellency acquainted with certain facts that have come to the knowledge of Her Britannic Majesty's Government, proving the participation of Portuguese authorities in the Slave Trade on the eastern side of the Continent of Africa.

It appears, from the reports addressed to Her Majesty's Government by Dr. Livingstone, the well-known African explorer, that in July 1861, on entering the country of the Manganja tribe, he found there a regular system of slave-hunting, organized by Portuguese agents from Tette, who had incited another tribe called Ajawa to attack the villages of the Manganja, kill the men, and sell the women and children to the Portuguese dealers. Dr. Livingstone fell in with four armed parties conducting great numbers of slaves thus procured.

The first convoy which he met, consisting of 84 captives, was led by a well-known slave belonging to one of the Portuguese Governors (Major Secard). The leaders of the other parties declared that they were employed in the business with the full sanction of Senhor Antonio T. d'Almeida, the present Governor of Tette; and one man even offered to conduct Dr. Livingstone to a place where that Governor's own slaves were waiting for prisoners expected to be brought in by the Ajawa.

When he reached the Zambesi some months later, Dr. Livingstone ascertained that the Portuguese slave-dealers were in the habit of sending up that river, to be bartered for ivory, the negroes taken in the slave-hunting expeditions set on foot by them in the manner described; and further, that the Governor of Tette not only connived at this infamous traffic, but was engaged in it himself.

As Her Majesty's Government are unwilling to believe that the Government of His Most Faithful Majesty can be aware that such proceedings are carried on within the Portuguese dominions, I am instructed to communicate to your Excellency the information which has been received on this subject from Dr. Livingstone; and I am directed, at the same time, to express the earnest hope of Her Majesty's Government that effectual steps will be taken to put an end to these criminal practices.

Her Majesty's Government trust that the persons concerned in them will meet with the punishment they deserve, and that the Governors and Agents who permit these foul acts will be removed and replaced by honest and honourable men.

I avail, &c.

(Signed) EDWARD HERRIES.

No. 199.

Earl Russell to Mr. Herries.

Sir,

Foreign Office, August 25, 1862.

WITH reference to your despatch of the 8th instant, I have to acquaint you that I approve the note which, in execution of the instructions conveyed to you in my despatch of the 28th ultimo, you addressed to the Portuguese Government, on the subject of the Slave Trade proceedings of certain of the Portuguese authorities on the Eastern Coast of Africa.

I am, &c.

(Signed) RUSSELL.

No. 200.

Mr. Herries to Earl Russell.—(Received September 8.)

My Lord,

Lisbon, September 1, 1862.

WITH reference to your Lordship's despatch to Sir Arthur Magenis of June 3, and to my despatch of June 14, I have the honour to report that, in answer to my renewed inquiries as to the result of the representations of Her Majesty's Government concerning the fraudulent conveyance of negroes from Loanda to St. Thomas's, the Marquis de Loulé told me two days ago that effectual measures had been taken to put a stop to the practice

complained of. He was able, he said, to give me this assurance, although he had not yet received official information on the subject.

His Excellency further observed that these proceedings had hitherto been, if not encouraged, at any rate tolerated by the provincial authorities, owing chiefly to erroneous notions entertained by the late Colonial Secretary of Angola, who had believed that the prosperity of St. Thomas's might thereby be promoted, without any violation of either the letter or spirit of the Treaty of 1842 with Great Britain. Independently of other considerations, however, the large introduction of negroes into the island had turned out to be a source of embarrassment and even danger, and any connivance at this Traffic would no longer be permitted.

I said I had no doubt Her Majesty's Government would receive this announcement with great satisfaction.

Both the Governor-General and the Provincial Secretary of Angola were lately superseded, their direction of the affairs of the colony, having met with the disapproval of the Home Government; and it is possible that one of the reasons for their recall may have been the obstinacy with which they persisted in abetting these Slave Trade transactions.

I have, &c.

(Signed) EDWARD HERRIES.

No. 201.

Mr. Herries to Earl Russell.—(Received September 19.)

My Lord,

Lisbon, September 11, 1862.

I HAVE the honour to transmit to your Lordship, herewith, a translation of a note dated the 8th instant (received on the 10th) from the Marquis de Loulé, in reply to my note of August 7 (a copy of which was inclosed in my despatch of August 8) communicating to his Excellency the substance of Dr. Livingstone's reports concerning the participation of Portuguese authorities in the Slave Trade on the eastern side of the continent of Africa.

His Excellency states, as your Lordship will perceive, that nothing on this subject being known in the Marine Department, information has been called for from the Governor-General of Mozambique, who has been at the same time instructed to take the most energetic measures against these proceedings.

The previous note of the 12th ultimo, alluded to by the Marquis de Loulé, merely acknowledged the receipt of my note of August 7, and informed me that its contents would be communicated to the Minister of Marine. I thought it would be useless, therefore, to transmit to your Lordship a translation of that note.

I have, &c.

(Signed) EDWARD HERRIES.

Inclosure in No. 201.

The Marquis de Loulé to Mr. Herries.

(Translation.)

Lisbon, September 8, 1862.

IN addition to the note which I addressed to you on the 12th of August last, with regard to the reports to which you allude in the note which you sent to me on the 7th of that month, and which were forwarded to your Government, respecting certain Slave Trade operations said to be carried on in some parts of the Portuguese dominions on the Eastern Coast of Africa, I have the honour to inform you that the Minister of Marine, to whom I had written, apprised me, on the 30th of last month, that nothing was known on this subject in the Department under his charge, but that at the above-mentioned date he had urgently asked for information from the Governor-General of the Province of Mozambique, renewing, at the same time, the injunction given to that official, that he ought to employ the utmost energy and the necessary means in order to repress these facts, which will be very displeasing to His Majesty's Government, if perchance they do really exist.

Reserving, therefore, to acquaint you with any information that may be communicated to me on this subject, I avail, &c.

(Signed)

MARQUIS DE LOULE.

Mr. Herries to Earl Russell.—(Received September 26.)

My Lord,

Lisbon, September 18, 1862.

WITH reference to Sir Arthur Magenis' despatches of December 6 and 15, 1860, inclosing copies of notes in which he had remonstrated against the encouragement given to the Slave Trade by Portuguese authorities on the East Coast of Africa, I have the honour to transmit to your Lordship herewith, translations of a note dated the 9th instant (received the 13th) from the Marquis de Loulé, and of two despatches from the Governor-General of Mozambique inclosed therein, controverting the statements contained in the above-mentioned notes from Sir Arthur Magenis, and vehemently repelling the charge of connivance at the Slave Trade on the part of Portuguese authorities.

The Governor-General observes, in the first place, that, although the greatest efforts have been made by him to suppress the Traffic, it cannot be entirely prevented on account of the extent and character of the coast. He goes on to remark, with regard to two specific charges made by Captain Oldfield, that at the time when a certain cargo of slaves was alleged to have been shipped at Angoche, that place was not under Portuguese power, and that Mickandony, another place mentioned, is altogether beyond the Portuguese territories; and, further, as to one or two vessels said to have obtained cargoes between Ibo and ten miles north of Cape Delgado, that the country to the north of the Cape does not belong to Portugal. He contends that the capture of slave ships in the Mozambique channel, which reaches far beyond the Portuguese dominions, proves nothing against Portuguese authorities. After declaring that for the last three years no reliable information has reached him of any shipment of slaves within his jurisdiction, the Governor-General proceeds to criticise Captain Crawford's assertions, which he endeavours to invalidate.

I have, &c.

(Signed) EDWARD HERRIES.

Inclosure 1 in No. 202.

The Marquis de Loulé to Mr. Herries.

(Translation.)

Lisbon, September 9, 1862.

THE Minister of Marine having communicated to the Governor-General of the Province of Mozambique the contents of Sir Arthur Charles Magenis' notes dated the 5th and 14th December, 1860, in which his Excellency called my predecessor's attention to the large exportation of slaves which was said to be carried on in the Portuguese Possessions on the eastern coast of Africa, with the connivance of the local authorities, it is my duty to transmit to you, for your own knowledge and that of your Government, extracts from two despatches of the said Governor-General, addressed to that Department under date of the 15th of February of the current year.

From these extracts you will see how unjust and groundless are the accusations made against the aforesaid authorities with respect to the Slave Trade.

I avail, &c.

(Signed) MARQUIS DE LOULE.

Inclosure 2 in No. 202.

The Governor-General of the Province of Mozambique to the Minister of Marine.

(Translation.)
(Extract.)

*Palace of the General Government of the Province of Mozambique,
February 15, 1862.*

IN the Ministerial Order from the Department under your worthy charge, No. 134 of 1860, His Majesty the King is pleased to recommend to me the greatest possible vigilance, in order to prevent by all the means in my power the exportation of slaves, which, it appeared, according to the information received by the British Government, was carried on in some of the ports of the Portuguese Possessions on this coast, a translated copy of the note of Her Britannic Majesty's Minister at the Court of Lisbon, addressed to the Minister of Foreign Affairs having been also transmitted to me.

One of the things that has called for my greatest care has been to prevent, by all

possible means, which are not many as your Excellency knows, the continuance of this Traffic, which will be carried on, not in the places where there are Portuguese authorities, but in those (and they are numerous) where there are none; and where not even a large squadron could effectually prevent it from being carried on, not only on account of the impossibility of guarding such an extensive coast, which includes so many small points and places adapted to the purpose of clandestine shipments, but also because the sea in this channel, with its rapid and various currents, with the impetuosity of the winds which are almost constantly prevalent there, so well known and familiar to navigators, hinders the cruising of vessels at certain fixed points, which are well known to the said trade, and which, generally speaking, are those inhabited by the Mahometans, whether Mujejos, Arabians, or negroes. So that, in consequence of these real and tangible difficulties, little can be done, and what is possible has been done by me, and with the best will; by which means I comply with His Majesty's orders, and satisfy my own ideas and principles, if I may be allowed to mention them on this occasion.

With more especial reference to the note of Her Britannic Majesty's Minister which gave rise to the Ministerial Order to which I reply, and to the recommendations made to me, I think that I shall not require to make any great effort to show to your Excellency how groundlessly the Portuguese authorities are accused therein of connivance at the Slave Trade. It is to be noted that the denomination of "Mozambique Channel" may lead to error, in the supposition that the said channel only contains Portuguese Possessions; but this is not correct, because our possessions only form a part of the same. The British Minister says that Captain Oldfield knows with certainty that out of four shipments of slaves landed at Mobella, at Comoro, and in Bagano Bay, two were from Angoche, and one from Mickandony Bay. Now Captain Oldfield knew perfectly well that, at that time, necessarily previous to the 20th of June, 1860, because such is the date at which he says that the shipments were landed, Angoche had no Portuguese authorities, and was in open rebellion against the General Government of the Province; because if it were not for this, Captain Oldfield, whom I have the honour to know, would not have gone there in 1859, would not have burnt two dhows, and would not have thrown into the town of Angoche a quantity of shells, as he himself related it to me, without my having energetically expressed my disapproval; and, moreover, I knew that he had tried to enter into a kind of Convention with the so-called Sultan of that place.

As your Excellency is aware, and Captain Oldfield is not ignorant, Angoche had not then any Portuguese authority, for it has only had one since the 26th September, 1861, when that rebellious tribe was taken and subjugated. Mickandony is situated to the north of Cape Delgado, and neither our territory nor the present claims of the Portuguese Government go beyond that cape. I will not say that these accusations prove bad faith, but they do not prove any scrupulous inquiry into the truth of the facts, which deserved to be scrupulously verified before those accusations were made, considering that they are directed against individuals who prize their honour and good name.

With regard to another ship or two, which the same Commander says had got shipments between Ibo and ten miles to the north of Cape Delgado, I must observe that the doubt whether there were two ships or one, in these accusations respecting such serious facts, is worthy to some extent, I think, of the attention of His Majesty's Government.

For can any doubt be admitted on the part of the accuser with respect to facts of this importance? The territory to the north of Cape Delgado does not belong to us, and it is surprising that those who dispute our possession of the southern part of Lourenço Marques, which has been ours for so many years, should come and give us now ten miles to the north of Cape Delgado (where, instead of one or two ships, ten or twelve might load), only for the purpose of exacting a responsibility from us which we cannot accept, even if there were no other reasons for it except the vagueness and doubt of the accusation.

Inclosure 3 in No. 202.

The Governor-General of the Province of Mozambique to the Minister of Marine

(Translation.)
(Extract.)

*Palace of the General Government of the Province of Mozambique,
February 15, 1862.*

IT is with the greatest regret and with sincere pain that I see myself obliged to answer the unjust and continual charges of connivance which the British Minister insists in bringing against the Portuguese authorities on the Eastern Coast, of which I am the Chief, and the one who must bear the heaviest and the most unjust part of those serious accusations: serious, because they involve an infraction of the Treaties by which Portugal

is bound, and which she wishes faithfully to observe; and serious, because they affect the honour of individuals who, allow me to say it, are accused without grounds.

Unhappily the Traffic exists and is carried on, but it exists and is carried on not by the wish of the Portuguese authorities, but against their will, on account of their not being able to prevent it.

Because smuggling is carried on everywhere, does it follow that all fiscal authorities are smugglers, or that they connive at smuggling, which comes to one and the same thing? No one will make such an assertion, and I do not know why there are to be two kinds of logic to judge the same facts.

Who charges cruisers with connivance, because they do not altogether prevent the Traffic from being carried on in the places where they are cruising?

Well, there are just the same grounds for blindly accusing the authorities, because the smuggling of slaves is carried on, and will be carried on as long as there is any one to buy them. Since our flag cannot be accused, because, luckily, it does not cover such a Traffic, the accusation is brought against the authorities.

In the Ministerial Order of 1861, the note of Her Britannic Majesty's Minister at the Court of Lisbon was forwarded to me respecting the Slave Trade operations, which, according to the information received by the British Government, had been carried on in the Portuguese possessions of Eastern Africa with the connivance of the Portuguese authorities. His Majesty's Government, in answer to the British Minister, rejects as groundless the generic charge of connivance brought against the Portuguese authorities on this coast; and I am going to show your Excellency that His Majesty's Government was fully in the right in considering such a charge as groundless, which for my part I reject, because it is my boast to serve my country with as much honour and loyalty as the most honoured and loyal person in any country in the world.

From the tenor of the British Minister's note it is inferred that the fact of the capture of two slavers in the Mozambique Channel is one of the grounds for the charge of connivance brought against the Portuguese authorities. The Mozambique Channel extends much beyond our own Possessions, as may be seen in any maritime chart, and probably the ship (alluded to in the note), which carried 700 slaves, was captured by the steamer "Brisk" near one of the Comoro Islands; could it not, therefore, have departed from any other port but one in our Possessions? Where is the proof that it went from our Possessions, and not from those of the Sultan, whose territory begins at Cape Delgado? and a great part of the latter, and the one most frequented by slavers, is included in the Mozambique Channel. The fact, unfortunately true, of there having been at other times authorities who were involved in the Traffic, does not prove that they are so at the present day.

As soon as a shipment is made secrecy is at an end, and the whole particulars are immediately known, and are publicly discussed. I ought and can assure your Excellency that it is more than three years since any such accounts, having the appearance of truth, have come to my knowledge, which makes me think that such shipments have not taken place.

That the dhows frequenting the coast always carry away, whenever they can do so, some slaves, is a well-known and acknowledged fact, for which reason some of them have been captured; but there is a wide difference between this and the important shipments mentioned, and the connivance of the authorities in this respect.

It seems that an attempt is made to confirm what is so positively alleged with the copy of an extract from the Report of Captain Crawford. Let us see Captain Crawford's assertions. He says that the observations which he had lately the occasion of making in Mozambique have convinced him that the Slave Trade was engaging almost, if not exclusively, the whole attention of the Portuguese settled at the different points of Mozambique. I am acquainted with Captain Crawford. He was at anchor outside the port of this city in April 1860. He came to present his compliments to me. He called upon a resident, the only one who speaks English in this city, John da Costa Soares. He left on the following day, and returned no more to this place. I knew that he captured a dhow with 300 slaves in 1860; that he called at Angoche, where he burnt two dhows, which were drawn up on shore in 1861, before the taking of Angoche by the forces of the Government; and this Captain, who merely stayed a few hours in this city, which he calls "a heap of ruins," says that he saw it full of slaves, chiefly women and children! What did he wish to see in a town of 5,600 inhabitants, of whom a great many more than 5,000 are either slaves or negroes, who, although free, cannot be distinguished from the others? Did he not wish to see either women or children? Did Captain Crawford mean to say that shipments were also made in this city? At Zanzibar he afterwards knew what had been done at

Ibo. It is always thus : there never is any doubt about these facts ; it is said, and that is sufficient to give them credence.

It seems to me that this alone is not sufficient, and that these vague accusations, which there appears to be such a great wish to spread, and to make them be believed, may be true. But why cannot they also be false ? Is it only ourselves that have got the monopoly of the Slave Trade ? Is not the whole of this coast peopled by negroes who buy and sell slaves ? What really appears is, that we have the monopoly of responsibility. A slaver is captured in the Mozambique Channel ; it has been laden by the Portuguese authorities. Slaves are seen, where they may lawfully be found ; it is asserted that there is a Traffic in Slaves. But if it is proved that the " heap of ruins " only exists in the excitable imagination of some one (for against the evidence of facts reports are of no use), what conclusion can and ought to be drawn from all the rest ?

I have perhaps been a little too long about what I could say in a few words. There are no sufficient motives for the charges brought against the Portuguese authorities : it seems to be an adopted system—with what object in view I do not know how to explain, but that the accusation is systematical cannot be a matter of doubt ; and I answer that the charges which, without further inquiry, are continually brought against us, are unjust and groundless, at least at the present day, because there are no motives for the same. Your Excellency may believe it. It is my duty also to thank His Majesty for the opinion which he condescends to entertain in my regard—an opinion of which I try not to become unworthy, and which is for me the most valuable reward of all those to which I can aspire.

No. 203.

Earl Russell to Mr. Herries.

Sir,

Foreign Office, September 26, 1862.

I HAVE received your despatch of the 25th ultimo, reporting that in a conversation which you had with the Marquis de Loulé, on the subject of the refusal of the Governor-General of Angola to correspond with Her Majesty's Commissioners at Loanda on Slave Trade matters, his Excellency expressed his entire concurrence in the opinions of Her Majesty's Government as to the inconvenience of the course pursued by the Governor-General in this matter, and had informed you that instructions in accordance with the views of Her Majesty's Government would be sent to the Governor-General without delay.

I have, in reply, to instruct you to express to the Marquis de Loulé the acknowledgments of Her Majesty's Government for his prompt acquiescence in their wishes in this matter.

I think it right, at the same time, to communicate to you copies of despatches, as noted in the margin,* which I have received from Loanda, inclosing copies of a further correspondence with the Governor-General on this subject.

I am, &c.

(Signed) **RUSSELL.**

No. 204.

Mr. Herries to Earl Russell.—(Received October 2.)

My Lord,

Lisbon, September 26, 1862.

WITH reference to your Lordship's despatch of August 2, I have the honour to transmit herewith a copy of a note which, in obedience to the instructions contained in that despatch, I addressed on the 12th ultimo to the Marquis de Loulé, bringing to his Excellency's notice the case of a brig captured by Her Majesty's ship "Torch," and supposed to have been fitted out for the Slave Trade in the Tagus.

The result of the inquiry which the Marquis de Loulé told me some time ago had been instituted in consequence of my representations, has not yet been communicated to me.

I have, &c.

(Signed) **EDWARD HERRIES.**

* Class A, Nos. 46, 48, and 49.

Inclosure in No. 204.

Mr. Herries to the Marquis de Loulé.

M. le Ministre,

Lisbon, August 12, 1862.

I HAVE the honour to bring to your Excellency's notice the following circumstances that have recently been reported to Earl Russell by Her Britannic Majesty's Commissioners at Loanda.

On the 4th of March last, in latitude 6° 47' south, and longitude 11° 10' east, Her Majesty's ship "Torch," Commander Smith, fell in with a brig prepared to receive a cargo of slaves in readiness for her at Mangu Grande.

The slaver at first showed French colours, which were hauled down and thrown overboard on the approach of the boats of the "Torch." There were no official papers to establish the national character of the vessel, which was, therefore, sent for adjudication to St. Helena.

Some loose documents, however, were found on board, confirming the information obtained from other sources by Her Majesty's Commissioners, to the effect that the slaver was the Portuguese brig "*Alegre*," which left Liverpool for Lisbon in July 1861, under the command of a person named Valentine Felix de Magalhães. The inclosed copy of one of those papers shows the name and address of one of the parties concerned in the voyage of the "*Alegre*" from Liverpool to Lisbon.

This vessel proceeded to the West Coast of Africa direct from Lisbon, and it would appear, therefore, that she must have completed her slave equipment in this port.

I am instructed to make your Excellency acquainted with these facts, and to request that His Most Faithful Majesty's Government will cause inquiries to be made, with the view, if possible, to the punishment of the parties implicated in this Slave Trade transaction.

I am further expressly directed to call your Excellency's attention to the following statement, which concludes the despatch containing the information given above:—

"We think it our duty," say Her Majesty's Commissioners, "to add, that it is generally reported that three other vessels were fitted out in the Tagus for the same iniquitous purpose as the '*Alegre*.'"

I have, &c.

(Signed) EDWARD HERRIES.

No. 205.

Earl Russell to Mr. Herries.

Sir,

Foreign Office, October 2, 1862.

I HAVE received your despatch of the 1st ultimo, stating that in answer to your renewed inquiries as to the result of the representations of Her Majesty's Government concerning the fraudulent conveyance of negroes from Loanda to St. Thomas, the Marquis de Loulé had informed you that effectual measures had been taken to put a stop to this traffic.

I have now to transmit to you, for your information, a copy of a further despatch from Mr. Gabriel, Her Majesty's Commissioner at Loanda,* reporting that in spite of his repeated representations to the Governor-General, the practice of exporting the so-called free negroes from Loanda is carried on in the most open and undisguised manner. I have therefore to desire that you will inquire of the Portuguese Government more particularly as to the orders which have been sent out, and the date at which those orders were transmitted.

I am, &c.

(Signed) RUSSELL.

No. 206.

Earl Russell to Mr. Herries.

Sir,

Foreign Office, October 6, 1862.

I TRANSMIT to you, for your information, a copy of a letter from Commander Symons, of Her Majesty's ship "Lee,"† reporting his having boarded the Portuguese schooner "Massango," bound from the Island of St. Thomas to Loanda.

I am, &c.

(Signed) RUSSELL.

No. 207.

Earl Russell to Mr. Herries.

Sir,

Foreign Office, October 7, 1862.

I TRANSMIT to you, for your information, copies of two despatches from Mr. Gabriel, Her Majesty's Commissioner at Loanda,* reporting the capture by Her Majesty's ship "Antelope" of a vessel without colours or papers, and having 558 slaves on board, which is since discovered to be the Portuguese brigantine "*Paquete de Loanda*."

I am, &c.
(Signed) RUSSELL.

No. 208.

Earl Russell to Mr. Herries.

Sir,

Foreign Office, October 8, 1862.

WITH reference to your despatch of the 11th ultimo, inclosing a copy of a note from the Marquis de Loulé relating to the statements made by Dr. Livingstone of the participation of the Portuguese authorities in the Slave Trade in Eastern Africa, I transmit to you a copy of a further despatch from that officer upon the same subject,† and I have to instruct you to take an opportunity of communicating the substance of this despatch to the Portuguese Government.

I am, &c.
(Signed) RUSSELL.

No. 209.

Earl Russell to Mr. Herries.

Sir,

Foreign Office, October 8, 1862.

I TRANSMIT to you, for your information, a copy of a despatch from Mr. Gabriel, Her Majesty's Commissioner at Loanda,‡ reporting the capture of a barque on the 22nd of July last, by Her Majesty's ship "Espoir," fitted for the Slave Trade, supposed to be the "*Traviata*," which fitted out at Cadiz, and sailed from that port on or about the 16th of May last, under command of the Portuguese Captain, Vianna.

I am, &c.
(Signed) RUSSELL.

No. 210.

Mr. Herries to Earl Russell.—(Received October 12.)

My Lord,

Lisbon, October 4, 1862.

I HAD the honour to receive your Lordship's despatch of September 26, with its inclosures, yesterday morning, and in the course of the day I fulfilled the instructions contained in it, by expressing to Viscount Sá da Bandeira, the acknowledgments of Her Majesty's Government for the prompt acquiescence of the Portuguese Government in their wishes, as to the correspondence between the Governor-General of Angola and Her Majesty's Commissioners at Loanda on Slave Trade matters.

I have, &c.
(Signed) EDWARD HERRIES.

* Class A, Nos. 57 and 63.

† No. 216.

‡ Class A, No. 61

No. 211.

Sir A. Magenis to Earl Russell.—(Received November 3.)

My Lord,

Lisbon, October 27, 1862.

I HAVE the honour to acknowledge the receipt by the Brazil steamer "Oneida," on the 13th instant, of your Lordship's despatches of the 6th, 7th, and 8th of October, addressed to Mr. Herries.

I communicated to the Duke de Loulé the capture of the "*Paquete de Loanda*," by Her Majesty's ship "Antelope," and of the barque supposed to be the "*Traviata*," by Her Majesty's ship "Espoir," as reported in your Lordship's despatches of the 7th and 8th instant.

I have, &c.

(Signed) ARTHUR C. MAGENIS.

No. 212.

Sir A. Magenis to Earl Russell.—(Received November 3.)

My Lord,

Lisbon, October 27, 1862.

IN obedience to the instructions contained in your Lordship's despatch to Mr. Herries of the 8th instant, I communicated to the Duke de Loulé the despatch which Dr. Livingstone had addressed to your Lordship on the 27th of June last, relative to the participation of the Portuguese authorities in the Slave Trade in Eastern Africa.

His Excellency, to whom I read the despatch in question, requested me to give him a copy of it, and I accordingly, on the following day, the 25th instant, sent him an extract of it, containing the substance of Dr. Livingstone's statement. The Duke de Loulé further observed that he could not credit the statements made against the Governor-General of Mozambique, M. d'Almeida, as that gentleman had been selected by the Viscount Sá da Bandeira, when Minister for the Colonies, on account of his high character.

I have, &c.

(Signed) ARTHUR C. MAGENIS.

No. 213.

Sir A. Magenis to Earl Russell.—(Received November 22.)

My Lord,

Lisbon, November 13, 1862.

I HAVE the honour to transmit to your Lordship herewith translation of a note which I have received from the Duke of Loulé, informing me that the Portuguese schooner "Napier," carrying five guns, has been sent to reinforce the squadron stationed off the west coast of Africa for the prevention of the Slave Trade.

I have, &c.

(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 213.

The Duke of Loulé to Sir A. Magenis.

(Translation.)

Lisbon, November 10, 1862.

IN conformity with the 2nd paragraph of the IIIrd Article of the Treaty concluded between Portugal and Great Britain for the complete abolition of the Slave Trade, I have the honour to inform you, in order that you may be pleased to acquaint your Government therewith, that, according to the communication made to me by the Minister of Marine dated the 6th instant, the war-schooner "Napier," mounting four guns and 1 pivot gun, under the command of the second Lieutenant of the navy Carlos Eugenio Corrêa da Silva, has been sent to reinforce the naval station on the western coast of Africa.

I avail, &c.

(Signed) DUKE OF LOULE.

PORTUGAL. (Consular)—Quilimane.

No. 214.

Dr. Livingstone to Lord J. Russell.—(Received June 27, 1862.)

My Lord,

“Pioneer,” River Shire, November 10, 1861.

IN our ascent of the River Shire in May last we found that the “Pioneer” answered our purpose very well until we came to the Elephant marsh, where many branches leave the main stream. She was now, as in the Rovuma, found to be too deep, nearly six feet with a cargo, or about double the draught intended in her plan. But in order to bring the Bishop’s party as near their destination as possible, as well as lessen the distance we intended to carry a boat towards Lake Nyassa, we warped her to an island a few miles below the cataracts.

On the 15th of July we left the ship at Dakanamoio Island, in order to introduce the missionaries to the Manganja on the highlands east of that, and on reaching the edge of the plateau, on which, for the sake of its salubrity, we recommended them to locate themselves, we were mortified to find that the Portuguese of Tette had taken advantage of the route followed by Dr. Kirk, to institute an extensive system of slave-hunting in the very country to which we had brought the Mission. The first party met was headed by a well-known slave of one of the Portuguese Governors (Major Secard); they had 84 captives, chiefly women and children. On asking the people in charge who had given them authority to make war, they professed to have left Tette secretly, and that the people in bonds had all been bought. While inquiring of the captives themselves, the Portuguese escaped into the forest, and it turned out that a party of a tribe called Ajawa had been incited by these Portuguese to attack village after village of the Manganja, kill the men, and sell the women and children to them. As the captives were now on my hands, I thought the best thing I could do was to hand them and the prisoners of three other Portuguese parties over to the Bishop to try what he could make of them. It may be observed that though the first party denied having come with the knowledge of the authorities of Tette, others declared that they had engaged in the business with the full sanction of the present Governor, Antonio Tavares d’Almeida; and one man even volunteered to conduct us to the spot where his Excellency’s own slaves were waiting to be supplied by the Ajawa. Having laid our account with the probable destruction of our private property at Tette, it was thought best to do the business thoroughly, so I sent Dr. Kirk and four natives back to intercept a party with captives at the crossing of this river. This movement miscarried, and we did not actually secure the Governor’s own people; but there is not the shade of a doubt as to his connivance at least. Another company armed with ninety muskets, and headed by a white Portuguese, next appeared with the intention of superseding the Ajawa, and doing the fighting themselves. They crossed the river above the ship, then hearing that Dr. Kirk had returned, supposed that he was in pursuit of them. Making a détour among the hills, the river was recrossed below the ship, and a message sent us by the leader, “that he had attacked no village, made no captives, and had returned without any guilt.” His name could not be ascertained, as the natives knew him only by some native name; but his description points distinctly to the convict brother-in-law of a rebel chief who lives a few miles below Tette, and who has made slave-forays in other directions.

As the Manganja were all fleeing before the Ajawa, and the profits arising from the latter serving the Portuguese were very small, calico valued out here at from 1s. to 2s. 6d. being the prices of the captives, it was thought that in a conference they might be induced to stop the effusion of blood. Unfortunately we found them in the act of burning three villages, and flushed with victory they seemed to think that our small party would prove an easy prey. Our assurances that we came peaceably were also neutralized by some of our Manganja followers calling out that one of their great Generals and sorcerers had

come. The movement of slowly retiring from their village was considered evidence of fear, and on they rushed like furies, pouring in their poisoned arrows from all sides. We were then obliged in self-defence to drive them off with our fire-arms. So little did we anticipate using them, that we had only a few rounds of ammunition; and had they not been a roving body of sixty or eighty robbers only, the result might have been serious. It is a matter of regret in this, the only hostile encounter I ever had with natives, that the effect of the foolish call of the Manganja about their great sorcerer having come, did not once strike my mind as depriving us of the protection of our English name till all was over.

Returning to the ship we proceeded with the work of our own mission. A considerable quantity of cotton was purchased, though the ship was necessarily stationary at one point of the river, and that was not the period of the cotton crop. On the 6th of August we commenced carrying a boat past the Murchison Cataracts, and though somewhat hindered by cold and wet, in three weeks we succeeded in launching her on the Upper Shire. No difficulty was experienced in obtaining carriers at a very moderate rate of payment, and far less suspicion was excited than when we formerly travelled up the eastern bank without a boat. It seemed to be taken as a certificate of peaceable intentions as far as they were concerned: if we meant evil it must be towards others who could only be reached by the boat. The cataracts extend over thirty-five miles of latitude; this involves over forty of land carriage. We ascend in that space about 1,200 feet, but once on the Upper Shire we are virtually on the lake, for the next sixty miles of river are all smooth, of good depth, and with but little current. Before reaching the lake proper, we pass through a lakelet called Pamalombe, some ten or twelve miles long and five or six broad. It is fringed with a broad belt of papyrus, among which so much malaria or sulphuretted hydrogen gas exists that the white paint on the bottom of our boat was, by one night's exposure, blackened. Myriads of mosquitoes, showing, as I think they always do, the unwholesomeness of the spot, warned us off, and on the 2nd of September we sailed into Lake Nyassa and felt refreshed by the greater coolness of the air over that large body of water. We skirted along the western shore, examining, as a point of the first interest, the depth of the lake. The Upper Shire is from 9 to 15 feet, the lake deepens from 9 to 15 or more fathoms; then thirty miles up, as we rounded the mountainous promontory Cape Maclear, we could feel no bottom at a mile from the shore with our lead-line of 35 fathoms (210 feet); subsequently, in sounding in a bay far to the north, we found bottom at 100 fathoms (600 feet), but trying again, a mile outside the bay, with a fishing line, no bottom could be felt at 116 fathoms (696 feet), but this was unsatisfactory as the line broke in coming up. With our present knowledge, a ship could find anchorage only near the coast.

The tongue of the lake from which the Shire flows is from ten to twelve miles broad, and about thirty miles long. A mountainous promontory called Cape Maclear separates this from another tongue or bay to the westward; it runs southward about eighteen miles, and is about ten miles broad. These arms give the south end of the lake a forked form, and with the help of a little imagination the lake has the boot shape of Italy. The part about the ankle is the narrowest portion, eighteen or twenty miles; thence it widens till near the upper end it is fifty or sixty miles broad. Its length is over 200 miles. It lies nearly on one meridian of longitude, and from its numerous bays making a very extended coast line, affords access to a very large tract of slave-producing territory. When about half-way up the lake an Arab dhow fled from us to the eastern shore with a cargo of slaves. It did the same again when we returned. It has lately been built to supply, we suppose, the great export of slaves from the Portuguese outlet, Ibo. The population on the shores of the lake exceeds all I have seen in Africa for numbers; but probably this was the fishing season, and the rains may draw off many to their agriculture. They were, upon the whole, very civil: no fines were levied nor dues demanded. They are clothed with the inner bark of a certain tree, and the only trade they know is that in slaves. A very marked deterioration of character was observed when we came within the sphere of the Arab vessel. Expert thieves, probably from the east coast, crept up, to our sleeping places at 4 o'clock in the morning, and made off with what they could lay their hands on. We had never been robbed in Africa before.

The time of our visit was unfavourable. The equinoctial gales prevailed, and, as in all narrow seas encircled with mountains, tremendous storms come on with great suddenness. A swell, in which no open boat could live, often got up in a quarter of an hour or twenty minutes. We had to beach the boat every night to prevent her being swamped at anchor. We were once caught in one of these frightful seas, and all but lost during the six hours we rode it out. It would have been mere foolhardiness to have attempted to cross over to the other side at that time of the year. The only feasible plan we could think of was to

capture the dhow. We had no slave papers, but the owners kept it well out of our way. The reports about the Rovuma were most perplexing. One man declared positively that we could sail out of the lake with the river; another that we must lift it a few yards. These might be true, as the lake rises and falls between the wet and dry seasons as much as three feet. But another intelligent man would assert, with equal positiveness, that the boat must be carried at least fifty miles or a hundred. On one point on y did all agree, that the Rovuma or Lohuma is a very large river.

The natives have several crossing places; one, whose width we ascertained by sketches and bearings of the mountains as the sun rose behind them, was about thirty-five miles; at another place they cross by taking advantage of an island, but at the upper third or fourth of the lake they prefer going round, though that takes some days. Near the slave-mart no food could be obtained except elephants and hippopotami. The natives never attempt to kill them with their bows and arrows, so fortunately for us they were very tame. Beyond this region northwards we came on the borders of a Caffre or Zulu tribe originally from the interior of Sofala or Mhambane in the south, where the shores of the lake were literally strewn with human skeletons, and putrefied bodies of the slain. The land party which it was necessary to have in case of accident to the boat, and to let our objects be known,—the people never believing what a person says of himself until confirmed at the kitchen fire,—was terrified at the idea of meeting the inflictors of the terrible vengeance of which the evidence everywhere met the eye, without a European in their company. Accordingly I left the boat, and by a mistake was separated from it until the morning of the fourth day afterwards. The country was mountainous and cut up by steep ravines. The spurs of the mountains ran sheer down to the water. The boat went on ten miles the first day, then other ten the next, while with incessant toil, ascending and descending remarkably steep ravines, we could scarcely make five miles daily of actual distance; but for four goats with us we should have starved. The population had been destroyed, and skeletons lay in every hut surrounded by broken utensils. They had once cultivated a very fine species of cotton. We met seven of these Zulus, who pass by the name Mazite, and they were as much frightened of me as the men were of them. Advancing to meet them quite unarmed, they rattled their shields with their spears (a process that inspires the natives generally with terror), because I would not sit in the sun if they sat in the shade. When I sat under the same tree and showed them the hideous white skin of my arms, an alarm we several times observed on the lake seemed to seize them. They would neither take me to the boat nor to their chief, and soon sped away up the hills like frightened deer. On the second day the land party declared that they were tired out. Selecting two and sending the rest back, we pushed on after the boat, which had in the mean time been prevented by a storm from returning, and on the morning of the fourth day met her: she reported the coast in front to be worse than that I had just trudged over; the mountains formed a most inhospitable coast by precipices coming down 500 or 1000 feet perpendicularly to the water's edge; the people, either fugitives from a slave war which is raging on the opposite coast to feed the Ibo Slave Trade, or pirates living on detached rocks, and rushing out towards the boat till they find that it is not a large lake canoe. A fathom of calico was demanded for a fish's head; our provisions were expended, the land party had gone back; so though the large mountain-masses loomed in the distance in which probably Lake Nyassa ends, we were obliged to return also. From the latitude taken before we left the boat it is believed that we saw the lake extending to the southern borders of the tenth degree of south latitude. It begins in latitude $14^{\circ} 25'$ south, and will be found in all probability 225 miles long. We say "over 200."

On coming out of the Zulu borders we found a most friendly Chief, named Marengo, ready to supply all our wants. He presented every kind of eatable in his possession, took a valuable native copper ring off his arm and put it on mine, and declared how sorry he was that we could not spend a whole day with him drinking beer; but the wind was fair and was so often foul, that the temptation to sail was greatest.

On our way south we found it difficult to purchase food. This arose from our calico being of the flimsiest quality, deficient breadth, and being plastered over with starch. It was mortifying to be conscious that our goods were so inferior to those supplied by the slave-traders that we appeared to the natives and to ourselves as swindlers.

Had we known the direction of the wind previously as chiefly from the east, we could have navigated the eastern much more readily than the western shore. There are several islands in Nyassa, small, rocky, uninhabited, and covered with dense forest; they are used only as fishing stations, and probably also in times of war. Adjacent to each of these, and to many of the points of land, detached rocks jut out, or lie a few feet beneath the surface. Hence a navigator must give these all a wide berth. The ship that sails on Nyassa must

be strong; the "Pioneer" would do well there, her great draft would be an advantage. Five rivers flow from the west into the lake, and the adjacent country is all an elevated region, though the lake itself is over 1,200 feet above the level of the sea; no current could be detected, but a long continued wind raises the water a few inches on the side to which it blows. Fish abound in great quantity; the alligators seem well fed on them, and seldom trouble men, so we could enjoy bathing whenever we chose; this cannot be done in any African water I know. We know but little of the eastern side, but believe that there slaving goes on more briskly, as being nearer the places of export. We heard the booming of cannon across the lake near the southern end; they are said to belong to Ajawa, and must have been purchased with slaves.

Arriving at the upper cataract, we slung our boat to the branch of a shady tree about ten feet from the ground, and walked back to the lower cataract, which we reached on the 8th of November after a three months' trip, and were grieved to find that the Portuguese still continued to urge on the Ajawa to capture the Manganja. So far as selling people are concerned, the Manganja, if they had the opportunity, are not a whit better than the Ajawa. I am not, therefore, moved in their favour by any sentiment of regret; but the process is carried on in such a systematic way, it is impossible not to suspect that the Portuguese authorities intend thereby to root the English Mission out of the country, while they screen themselves discreetly in the background.

There has never been such an export of slaves from the Zambesi since we entered it as now. They are, probably, exported by the great slave-trader Senhor Cruz from a part called Massangano, a few miles south of Quilimane. This conduct on the part of Portuguese has a more depressing effect on the mind than scorching suns, long marches, hunger or thirst, or even than the fever itself.

I have, &c.
(Signed) DAVID LIVINGSTONE.

P.S.—Inclosure No. 3 is an attempt to answer by anticipation a circular which I expect to receive respecting cotton supply. In a newspaper brought by one of the missionaries, it was stated that your Lordship intended to apply for information to Her Majesty's Consuls, respecting the amount of cotton available for the market in their districts; the inquiry will, probably, come by a man-of-war, and no time be allowed to answer it. I adopt, therefore, this way of complying with your Lordship's request. It may be useful for the Cotton Supply Associations.

I take the liberty of inclosing a paper written for the Royal Geographical Society, in which some points are noticed, not mentioned in this despatch, and a list of despatches received during 1861.

We have lost our carpenter by fever; the particulars are sent to Captain Washington.
D. L.

Inclosure 1 in No. 214.

Dr. Livingstone to Lord J. Russell.

My Lord,

Shire, November 15, 1861.

I BEG to state for your Lordship's private information that Bishop Mackenzie told me that he went and attacked another body of Ajawa near Mount Zomba, drove them away, and burned their town. I had sent the engineer, quartermaster, and one seaman of the "Pioneer," who were much reduced by fever, up to the highlands for a month, for change of air, it being much more likely that they would regain their strength in that cold climate than in the hot Shire valley; they were invited by the Bishop to go with the missionaries to the fight, and inconsiderately went. They recollected afterwards that they had no orders to do so, nor indeed to fire a shot, unless they were actually attacked, but are to be excused in consideration of the position of the gentleman who asked them to go. The blood was shed by the mission party alone. The Bishop seemed rather proud of the affair, and spoke of a second body, to which he and his associates had gone since our men returned to the ship, but without mentioning particulars.

I very deeply regret having gone to the Ajawa on the occasion in which we were attacked. Had I in the least anticipated that result, I should have used messages, presents, and fair words, before venturing near them. I then advised the Mission to remain at their station and act entirely on the defensive. The principal Chief in the country, Chisunze, came and urged the necessity of driving away all the Ajawa out of the Manganja country. In reply, I told him that white men did not come into the country to

fight, and never would use their arms except in self-defence, as in the case which had just occurred; that he had, by selling people, invited the Ajawa and Portuguese into his country; that we had come into the country to put a stop to selling people, by showing them how to obtain cloth by the cultivation and sale of foreign cotton; and that if the Ajawa did not cease to attack his people, the Manganja, who are by far the most numerous, might deposit their women and children with the Bishop, while they drove the marauders away. The Chief replied that he had no foreign cotton seed—a mere subterfuge—for it is cultivated largely within fifteen miles of him; but to take away all excuse, we distributed a quantity forthwith to all his people. After again trying to induce us to go against his enemies, by causing a party of his men to arrive in breathless haste with the false report that the Ajawa were close upon us in force, and receiving from me a still more positive assurance that we should not engage in war, he sulkily said, “Then I am dead already,” and departed.

A missionary ought in all lawful things to identify himself with the interests of his people, but it is doubtful whether this should extend to fighting for them. I shall keep carefully aloof from the policy adopted by this new Mission, not so much because my explanations of the policy usually pursued by philanthropists have been stultified by the fighting after I left, but because it has made the Ajawa enemies of the English, and they will continue so. The first affair could easily have been got over, as we were able to say, “You began it; you attacked us;” but not the second and third by the Bishop.

(Signed) DAVID LIVINGSTONE.

Inclosure 2 in No. 214.

Memorandum.

IT will be necessary to purchase calicoes for the payment of the labourers to be employed in making a road past the cataracts. We can get them out here, of the proper quality, about as cheaply as men will sell them in England when they know that the Government pays. It seems as if they believed that cheating the Government were no sin. One of the bales we received by the “Pioneer” consisted of fragments, some not a foot square; and the velvet was really more easily torn than this paper. The balance of money on hand (50*l.*) will suffice for all we need this next year in the way of wages and incidental expenses. For ship’s stores and provisions we rely on the naval authorities at the Cape.

The price of two mules and two Scotch carts for carrying the steamer past the Cataracts has probably been asked by Sir George Grey from the Foreign Office.

(Signed) DAVID LIVINGSTONE.

Inclosure 3 in No. 214.

Memorandum.

IT is impossible to form an estimate of the quantity of cotton that might be collected from a portion, even, of the country we have opened. In the valley of the Lower Shire the great draft of the “Pioneer” confined us to a single spot, and our dealings with the natives were limited to a space of about seven miles; but though it was not the season of the cotton-crop, nor had the people been stimulated by the prospect of a market to plant more than was requisite for their own use, we bought at a very cheap rate cotton in the seed equal to 300 lbs. of clean cotton. This was purchased in about four months; and it is the opinion of those who attended to this duty during our absence at Lake Nyassa, that had it been possible to devote more time to it, at least double the quantity might have been procured. This valley contains large patches of marsh, but it is bounded by ranges of hills, the population of which all cultivate cotton. When we first ascended the river the Portuguese looked upon the journey as a very rash and dangerous one. The Manganja were described as an exceedingly ferocious people; and the crowds that swarmed along the banks armed with bows and poisoned arrows, keeping watch over us night and day, gave countenance to the idea that they were dangerous savages. But we soon gained their confidence; and lately three missionaries came up the Shire in common country canoes, without knowing a word of the language or a bit of the way. We have found the people to be rather a timid race. Both sexes engage in agriculture; and cotton agents of common sense might pursue their calling in any part of the country in perfect security.

The next hundred miles of the Shire, extending from the foot of the Cataracts to Lake Nyassa, would yield more cotton than the lower valley. Recent disturbances by slave-hunters might interfere with the amount during the first season, and this remark may apply to the next 200 miles bathed by the waters of the Lake; but the presence of the small steamer, which we hope soon to place above the Cataracts, will very soon produce that state of confidence which leads the natives to cultivate for sale. We have opened a cotton-field in the Shire, and Lake Nyassa, 400 miles in length. We possess the confidence of the people on a large section of that field. The time seems to have come when private enterprise ought to come forward to develop the trade. It is doubtful whether Government servants were ever intended to become collectors of cotton.

The chief object of our late exploration was, to find a new path exterior to the Portuguese claims. Though not so successful as we hoped to be, it was satisfactory to find the Rovuma uniformly described as a very large river. It is highly probable that this, or another in the dominions of the Sultan of Zanzibar, will be our pathway; but even in the event of failure, small Companies might at once employ their capital profitably, for the cotton is of superior quality, and the entire distance from the Lake to the East Coast is nothing like the distances that cotton travels over in India.

We have hitherto been unwilling to invite private enterprise, and, indeed, have discouraged capitalists from risking their goods, while the Portuguese obstinately refused a passage to lawful commerce to countries they never saw or heard of. They have now built a fort at the mouth of the Shire, with a view to being enriched by the cotton-trade dues; and they are fast depopulating the country by slave-hunting from which the cotton is to come.

(Signed) DAVID LIVINGSTONE.

No. 215.

Dr. Livingstone to Lord J. Russell.—(Received June 27.)

(Extract.)

River Zambezi, February 22, 1862.

ON reaching this river last month, we ascertained that the slave-hunting up the Shire by the Portuguese at Tette, to which I have referred in my despatch of the 10th of November last, is carried on for the purpose of sending the captives up the Zambezi, and there to be sold for ivory. The Governor of Tette not only connives at the slave-hunting and traffic, but is engaged in it himself. No Portuguese has as yet made any reference to our freeing the captives on the Manganja highlands, but we have not visited Tette yet. A sort of fort has been built at the mouth of the Shire, and a sort of apology for so doing was given to me, from the Governor of Quilimane, by the officer in charge. He wished me to understand that the fort was a temporary one, and had reference to a rebel now at large up the Shire; but another movement to which I beg to draw your Lordship's attention makes me believe that it has a reference to claiming lordship and dues from trade on that river.

On hearing of our attempt to ascend the Rovuma, the Governor-General of Mozambique went to Zanzibar and tried to induce the Sultan to make the Rovuma the boundary between his dominions and those of the Portuguese. Most fortunately, Colonel Rigby understood the nature of the movement, and led the Sultan to assert the true boundary as Cape Delgado, which lies several miles south of the Rovuma. The attempt of the Governor-General was identical with the objects the Portuguese had in view in erecting a custom-house at the mouth of the Kongone, and a fort at the mouth of the Shire, namely, to secure any trade that may spring up as a source of revenue. And I am very glad that, through Colonel Rigby's influence, the attempt on the Rovuma was defeated. I earnestly hope that Colonel Rigby's successor may pursue the same policy.

In a letter from Colonel Rigby to Sir George Grey it is stated that of 19,000 slaves that pass annually through the Custom-house of Zanzibar the greater portion comes from Lake Nyassa and the valley of the Shire, and he adds that should it ever be possible to place a small steamer on the lake, the chief supply of slaves to the East Coast would be cut off. Without knowing that gentleman's opinion, we have the prospect of performing the work of placing a steamer above the cataracts.

On the 31st January last Her Majesty's ship "Gorgon" appeared off the mouth of the Zambezi with a brig in tow, having the portable steamer on board. The "Pioneer" towed the brig into Kongone harbour, and by the kind assistance of Captain Wilson and his officers the greater part of the hull was soon placed on board this vessel. We are now on our way up the river; but the Zambezi being in high flood, the "Pioneer," with a

heavy load, can scarcely stem the current. We have received mules and carts, and implements for road-making, from the Cape; and after taking up all the different parts of the vessel to a point somewhere below the cataracts, will be employed the best part of twelve months in transporting the steamer to the lake. Additional men have been engaged from the "Gorgon" until we can procure more of the natives of Johanna. I forward the particulars to Captain Washington.

Inclosure in No. 215.

Dr. Livingstone to Lord J. Russell.

My Lord,

REFERRING to your Lordship's despatch of the 27th of June, 1861, with the inclosed correspondence of Mr. Gabriel, respecting a large party of Makololo who visited Loanda in 1855, and were not subsequently heard of, I have the pleasure of informing your Lordship that when on Lake Nyassa, in October last, we met two Arabs from the interior who informed us that a month or two previously the party in question had crossed the lower part of the lake on their way home. The Arab who had kept them six years resided at Kilwa (Quiloa), and from the hurry he showed on leaving home, refusing to remain a few days even to allow one of the herdmen to recover the use of his foot, which had been accidentally injured, I presume that he dreaded Colonel Rigby's influence, and wished to escape before justice overtook him. I have heard nothing from Colonel Rigby, but, from that gentleman's general reputation and most energetic conduct against slavery, I have no doubt that these ninety-three Makololo owe their safe return to him. I trust that Colonel Rigby's health may be so far restored as to allow of his resuming his very important labours on the East Coast.

(Signed)

DAVID LIVINGSTONE.

No. 216.

Dr. Livingstone to Earl Russell.—(Received June 27.)

(Extract.)

Shupanga, Zambesi River, June 27, 1862.

REFERRING to my despatches of the 10th November, 1861, and of the 22nd February last, in which your Lordship's attention is called to the connivance of the Governor of Tette in the slave-hunting with which we unexpectedly came into contact on the Manganja highlands last years, I beg leave to submit the substance of a conversation which his Excellency held with Dr. Kirk a month ago, apparently with the object that it should be repeated to me.

Nothing else has occurred to indicate that the Portuguese were otherwise than ashamed of sending their slaves on our footsteps to establish their inland Slave Trade wherever we penetrated; and being aware that the Governor, Antonio Tavares d'Almeida, had been quite as actively engaged in the disreputable work as Major Secard and Lieutenant Alves, whose captures we had liberated, and who in frank intercourse subsequently never once adverted to the subject, I refrained from telling his Excellency what had been done. It now appears that, having assured himself of the countenance of his brother, the Governor-General of Mozambique, he wishes me to understand the perfect lawfulness of slave-trading, with its invariable complement, slave-hunting; and henceforth when Tette slaves, hounded on by their masters enter our discoveries, they will resist force by force.

The statement by the Governor-General that "the Slave Trade, though prohibited on the ocean, still remains the law of the country," taken in connection with the late great extension of inland Slave Trade by the people of Tette, seems worthy of your Lordship's attention. The Laws of Portugal of the 14th December, 1854, and 30th of June, 1856, contemplate freedom to the slaves already made; and all slave children even, born after the passing of the Decrees, who shall be baptized, are to be considered free. And again, by a Decree of the 29th April, 1858, slavery is to cease in twenty years in all the Portuguese possessions. For some unexplained cause no slave children are ever baptized, but the Governor of Tette is now working the Crown slaves to the utmost in making roads, tiles, &c., in anticipation of the Act of Emancipation next year rendering their services no longer available for public works. And there can be no doubt that the general tenour of Portuguese legislation is to have done with slavery as soon as possible. The Law of 18th August, 1856, declares free all slaves even who may enter the ports of

Portugal or the adjacent islands, as also the ports in the Portuguese possessions in India and Macao.

If, however, while providing so nobly for freedom to the slaves already made, the Portuguese legislators overlooked the necessity of preventing an indefinite increase to number by slave-hunting, a suggestion to remedy the oversight might be well received from your Lordship. The employment of the Tette slaves in reducing their fellow-countrymen to bondage, which these two precious Governors so complacently contemplate, is but a sorry education for freedom.

A note has been furnished by the Viscount de Sá da Bandeira, and published in the Almanack of Mozambique (1862) by the Governor-General, in which it is asserted that the River Shire, or Chire, and Lakes Shirwa and Nyassa were visited by certain nameless Portuguese in the sixteenth and seventeenth centuries, and the works of Padre dos Santos Godinho, Gamitto, &c., are quoted in support of the assertion, though these writers are quite silent about the discoverers; and our countryman Bowdich could find no trace of any exploration of the lakes in the Government archives at Lisbon. The subject is referred to here, only because it seems put forth as a plea for the right of converting the region which we have with so much toil and expense laid open, into a new slave-hunting field. The Viscount, in all probability, never anticipated that this use would be made of his geographical studies.

The eagerness which has been shown by the higher classes of Portuguese to claim new regions, may be a good reason for not suggesting more to their Government than a declaration that slave trading is illegal in their own territories. These have been so depopulated by the Slave Trade that by simply abstaining from buying fresh slaves from countries adjacent, the intention of the Law of 1858 would be fulfilled by slavery all but dying out in less than sixteen years. The present Governors would gladly make a demonstration against slave-hunting in regions beyond their power, but it would only be to establish a claim of lordship. It is probable, even, that the man Belshore who, with the Governor of Tette, was anxious to convince us that he is an independent marauder, will work his way up the Shire, in order to render it incumbent on his Excellency, at some future time, to disallow his proceedings, and claim the territory he may overrun.

No apprehension is entertained that the slaves will show fight. When we met them last year, they fled at once, and left everything on our hands. They may intrigue with the Native Chiefs, but only 1s. being paid for slaves, a very moderate measure of success on our own part in establishing lawful trade will turn the scale against them.

Inclosure in No. 216.

Dr. Kirk to Dr. Livingstone.

Sir,

Shupanga, June 13, 1862.

I FEEL it my duty to inform you respecting a conversation which passed between myself and his Excellency the Governor of Tette during my recent visit to that place, which, although not official, may be of use as showing the light in which the steps taken under your orders for the suppression of the Slave Trade in the Manganja country have been viewed by the higher Portuguese authorities of the Province of Mozambique.

Governor Tavares d'Almeida mentioned, in the course of ordinary conversation, on the 20th May, that having heard nothing from you respecting any interference with the slave-traders, and having been informed by several who had returned that the English had seized and liberated the slaves, taking at the same time arms and cloth used in the purchase, he had written respecting this to the Governor-General of Mozambique, and had been instructed to the effect that traders proceeding beyond the limits of the Portuguese power must defend themselves, and when attacked resist force by force; also that the Slave Trade, although prohibited on the ocean, remains the law of the country.

His Excellency did not advert to the possibility of the slave-traders being implicated in slave-hunting; but was aware of the large armed party which went last year for the purpose of attacking the independent tribes near Zomba, and recognized the individual at their head from my description as a serjeant formerly in the Portuguese army.

As I do not consider the conversation as of a confidential nature I mention it in order that you may become acquainted with the view of the case taken by the local authorities.

I cannot say whether or not the above opinions have been published among the residents; if so, the effects will soon be visible in the stimulus it will give the Ajawa, who act as purveyors and slave-hunters for the Tette slaving-parties.

I may also mention that the people of Chibisa have been attacked in their villages, in the country between the Zambesi and Shire, by a private individual named Belshore. This man carries on a war (as he informed me himself) against the expressed wish of the Portuguese authorities. He has at his command a considerable force encamped on one of the islands near Shigogo, within sight of Lupata, and little more than one day's voyage in a canoe from Tette.

I beg to draw your attention to this, as showing the lawless state in which armed parties are now ravaging, for private reasons, a country much nearer the centre of the Portuguese Government than are the Manganja Hills, and the feeble efforts made for their suppression.

I have, &c.
(Signed) JOHN KIRK, M.D.

SPAIN.

No. 217.

Sir J. Crampton to Earl Russell.—(Received February 9.)

My Lord,

Madrid, January 23, 1862.

I HAVE the honour to inclose a translation of a note which I have received from the Spanish Minister for Foreign Affairs in reply to that which I had the honour to address to his Excellency on the 10th of December last, upon the subject of the Cuban Slave Trade, and a copy of which I had the honour of forwarding to your Lordship in my despatch of the 11th of December last.

His Excellency expresses the satisfaction of the Queen of Spain that Her Britannic Majesty's Government acknowledges the success of the Spanish maritime forces during the last year in checking the Slave Trade, and the good dispositions of the superior authorities in repressing it.

His Excellency concludes by declaring the intentions of the Spanish Government to give entire fulfilment to the existing Treaties upon this subject.

I have, &c.

(Signed)

JOHN F. CRAMPTON.

Inclosure in No. 217.

Señor Collantes to Sir J. Crampton.

(Translation.)

Sir,

Palace, January 18, 1862.

I HAVE received the note which you were good enough to address to me dated the 10th of December last, as well as the documents accompanying it, respecting the Cuban Slave Trade.

The Government of Her Majesty the Queen, my august Sovereign, is rejoiced that that of Great Britain acknowledges the success with which the Slave Trade has been repressed during the past year by the Spanish maritime forces in that island, the good dispositions with which the superior authorities of the same have been animated to put a stop to it, and the great difficulty of exterminating it completely in consequence of its being carried on almost entirely under the North American flag. In conclusion, the Government of Her Majesty will continue, as until now, to give entire fulfilment to the Treaties.

I avail, &c.

(Signed)

S. CALDERON COLLANTES.

No. 218.

Sir J. Crampton to Earl Russell.—(Received February 9.)

My Lord,

Madrid, January 23, 1862.

I HAVE the honour to inclose herewith translation of a note which I have received from the Spanish Minister for Foreign Affairs, in reply to that which I addressed, on the 11th of December last, to his Excellency on the subject of the attack upon the Liberian war-schooner "Quail" by the Spanish war-steamer "Ceres," at Monrovia, a copy of which I had the honour to inclose in my despatch of the 17th of December last.

Your Lordship will perceive with regret that the Spanish Government declines to

accede to the well-grounded request of Her Majesty's Government, that the act of the Spanish Commander on this occasion should be disapproved by Her Catholic Majesty's Government.

Even admitting (what does not seem to be sufficiently proved) that the Spanish vessel "*Buenaventura Cubano*," which was taken possession of by the Liberian cruiser in the first instance, and afterwards destroyed by Her Majesty's steamer "*Torch*," was, as Señor Calderon Collantes states, not engaged in or intended for the Slave Trade, and that her capture by the Liberian vessel was consequently illegal and unwarranted, or even deserved to be designated by his Excellency as an act of "piracy and vandalism," the Spanish authorities were surely not warranted in assuming that such an act, even if committed by the Commander of a public vessel, would be approved of and supported by the Liberian Government, and in proceeding, without having made any demand for reparation, and without even explanation or previous notice, to actual hostilities in the harbour of a State with which Her Catholic Majesty was at peace.

I am not aware whether the Liberian Republic has ever been formally recognized by Her Catholic Majesty's Government, or whether any sort of relations have been held with it in its corporate capacity by the Spanish Government; but, even if no such formal recognition has taken place, it would not justify Spain in treating a community which enjoys an established Government, and holds international relations with many other States, as being without the pale of international comity, and constituting a mere horde of savages and pirates.

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure in No. 218.

Señor Collantes to Sir J. Crampton.

(Translation.)

Sir,

Madrid, January 18, 1862.

I HAVE received the note which you were good enough to address to me, dated the 11th of December last, inclosing several documents referring to the capture by the Liberian schooner "*Quail*" of the Spanish merchant-brig "*Buenaventura Cubano*" (of the Manzanillo register), to the destruction of the latter by Her Britannic Majesty's steamer "*Torch*," and to the attack made by Her Majesty's schooner "*Ceres*" on the captor. You end your note by requesting that the conduct observed on this occasion by the Spanish Commander should be disapproved.

With reference to the destruction of the "*Buenaventura Cubano*," which the said English cruiser found stranded, without name, papers, or flag, and the capture of which is disputed by the Government of Monrovia, it is a question which can be discussed between the Governments of the two nations, and therefore I shall not touch upon that incident.

With reference to the act of piracy and vandalism perpetrated by the "*Quail*," I must give some explanations respecting it, founded upon the documents existing in this Ministry.

It appears from the said documents and from the evidence of impartial persons, who by their peculiar position must be acquainted with the exact facts, that the "*Buenaventura Cubano*" was not intended for the illegal Traffic in Slaves; that the said ship on her voyage from Tenerife to Fernando Po was driven on a reef within the bar of the Gallinas River, and that in consequence of the injuries done her the Captain made arrangements for unshipping the cargo by making an exchange of goods with the King of that country, who was to give him a certain number of barrels of palm-oil. A few days after making and signing the contract the "*Buenaventura Cubano*" was boarded by the "*Quail*," the ship, her cargo, and equipment scandalously pillaged, and the Captain and crew, to avoid assassination, compelled to fly.

After such a proceeding you will understand that the Commander of the "*Ceres*" was in his right when acting as he did, since even supposing for a moment that there was an intention of employing the "*Buenaventura Cubano*" to carry on the condemned Slave Trade, neither Treaties, nor established usages, nor the respect due to the flag of any country, gave a Liberian ship the right to visit, and much less to take possession of, and above all to pillage, a Spanish merchant-vessel. And this is so evident that even the Government of the Republic must have reflected afterwards on the gravity of the action when their batteries were ready to repulse instantaneously, as they effected in doing, the attack which the "*Ceres*" made on the "*Quail*" as a just reprisal, and when, even after

this act, they still entertain the fear, as you point out, of being attacked by a Spanish fleet. The conduct, therefore, of the Spanish Commander was justified by the facts themselves, and cannot deserve any disapprobation either by Spain or by any civilized Government who, jealous of the dignity of their country, wish to sustain the honor of its flag.

I avail, &c.

(Signed) S. CALDERON COLLANTES.

No. 219.

Sir J. Crampton to Earl Russell.—(Received February 9.)

My Lord,

Madrid, February 2, 1862.

I HAVE the honour to inclose, in translation, an extract from a report of a debate which took place in Congress on the 30th.

The debate turned upon the expenses of the Spanish Navy, but the incident to which I would draw your Lordship's attention is the declaration by Marshal O'Donnell that the Spanish Government, though fully alive to the evils of slavery, and using their best endeavours to abolish the Slave Trade, intend for the present, and are fully resolved, to maintain slavery in Cuba and Puerto Rico.

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure in No. 219.

Extract from a Debate in the Spanish Congress of Deputies, January 30, 1862.

(Translation.)

Extract from M. Polo's speech.—“With regard to Cuba, we are all aware of the tempest which is raging in North America. That tempest will not blow away until it has done away with slavery in that country; and will it not cross the headlands of Florida, on the narrow arm of sea which divides it from Cuba? And, lastly, slavery will disappear in Cuba. It has long been condemned to death; and I think, gentlemen, we ought to be prepared for the conflict. We will then have to give up the surplus of that colony, and the Marine cannot be maintained. It is necessary, then, for us to see what expenses we shall have to incur for the navy, in order that they may not exceed the estimate, even if we have to give up some part of the revenue, as I have above stated.”

The President of the Council of Ministers:—“I do not rise to reply to what Mr. Polo has said, but to say a few words which I had forgotten before.

“I think, gentlemen, that the honourable member has raised a most important question, a question which cannot be raised here at hazard. The Government, who are fully alive to the evils of slavery, and who are using their best endeavours to abolish the Slave Trade, intend, for the present, and are fully resolved to maintain slavery in Cuba and Puerto Rico.”

No. 220.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, February 15, 1862.

SEÑOR COLLANTES in his note of the 18th January last (inclosed in your despatch of 23rd January), informs you that “Her Catholic Majesty's Government will continue, as heretofore, to give entire fulfilment to the Treaties for the suppression of the Slave Trade.” The reports received by Her Majesty's Government from Cuba prove that whilst, owing to the measures taken by the Spanish authorities, many captures have taken place, this trade is still carried on with great activity, as you will perceive by the inclosed copies of despatches from Mr. Consul-General Crawford.* You will call the earnest attention of the Spanish Government to the cases referred to by Her Majesty's Consul-General, and you will in a note to Señor Calderon Collantes express the hope of Her Majesty's Government that the execution of the Treaties for the suppression of the Slave Trade will be more complete henceforth than it has been heretofore.

I am, &c.

(Signed) RUSSELL.

* Nos. 268 and 269.

No. 221.

Earl Russell to Sir J. Crampton

Sir,

Foreign Office, February 20, 1862.

I TRANSMIT to you herewith copies of a letter, and its inclosures, from the Colonial Office, by which you will learn the injurious effect which has been produced on the trade of Liberia by the recent attack made by the Spanish gun-boat "Ceres" on the Liberian schooner "Quail" in the waters of Monrovia.

I am, &c.
(Signed) RUSSELL.

Inclosure 1 in No. 221.

Mr. Ewart, M.P. to Mr. Fortescue.

Dear Sir,

New Brighton, Birkenhead, December 19, 1861.

MESSRS. BROWN, SHIPLEY AND CO., of Liverpool (a firm probably well known to you, the senior having been M.P. for South Lancashire), has sent me the inclosed copy of a letter which they have received from one of their correspondents at Cape Palmas.

They complain of the great injury done to their trade there in consequence of some unjustifiable acts of Spanish authorities there.

Messrs. Brown and Co. request me to bring this letter under your notice, and I shall feel obliged by your informing me if you are able to take any cognizance of the matter.

Believe me, &c.
(Signed) J. C. EWART.

Inclosure 2 in No. 221.

Messrs. Brown, Shipley & Co., to Mr. Ewart, M.P.

Dear Sir,

Liverpool, December 16, 1861.

WE beg to hand herewith copy of a letter we have received from Messrs. R. G. Mc Gill and Brothers, of Cape Palmas, as you may think it desirable to bring the matter before the Government.

Messrs. Mc Gill and Brothers are a firm of standing and character.

Yours, &c.
(Signed) BROWN, SHIPLEY & Co.

Inclosure 3 in No. 221.

Messrs. Mc Gill & Brothers to Messrs. Brown, Shipley & Co.

Gentlemen,

Cape Palmas, November 15, 1861.

WE are doing no business; all trade is stopped.

We are expecting an attack from surrounding tribes of natives, who have heard that the Spanish Government intended breaking up all our settlements in Liberia, in consequence of our Government having sent their schooner "Quail" to Gallinas, between Sierra Leone and Monrovia, in our territory, and seized a Spanish schooner which had entered the river and landed her cargo to purchase slaves in August last. Our Government, having no Treaty with Spain, could only bring her to trial for the violation of our revenue laws, but while in possession of our crew put on board of her, and before she could be got out of the river, the Commander of Her Britannic Majesty's steamer "Torch" took her out of our hands and burnt her. For this, the Spanish Governor of Fernando Po sent a war-steamer up to Monrovia, about seven weeks ago, which entered the harbour, and without any preliminary notice or ceremony, fired into our Government schooner, which was returned by her, as well as from the battery, only one shot striking her, and compelling a hasty retreat. The facts in the case are well known to the Spanish authorities on this coast, yet they order an attack on Liberia because of our weakness.

No complaint has been made by them—no claim made to indemnify them for the loss

of the vessel, yet the Governor of Fernando Po issues an order to his officers to sink or capture the "Quail" and destroy our settlements.

Should the Spanish Home Government approve the acts of their Fernando Po sub., and send out a force to injure or subdue us, then we shall, of course, lie at their mercy.

We, however, entertain a hope that your Government will not remain indifferent or passive when we are being oppressed and bullied for acts committed by its Naval Commanders.

In consequence of this affair, each of our settlements in the whole of Liberia is threatened with an attack from the surrounding natives, and the subduing of Monrovia by the Spaniards will be the signal for the general rebellion and attack from the natives along the coast on the different settlements.

(Signed) R. S. Mc GILL & BROS.

No. 222.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, February 20, 1862.

I HAVE received your despatch of the 23rd ultimo, inclosing the reply of Señor Calderon Collantes to the note which you addressed to him on the 11th of December last on the subject of the attack made by the Spanish man-of-war steamer "Ceres" upon the Liberian gun-boat "Quail," in the waters of Monrovia.

Her Majesty's Government regret to find, from the Spanish Minister's answer, that the Government of Her Catholic Majesty decline to accede to their request that the conduct of the Commander of the Spanish gun-boat should be disapproved. No circumstances could justify the Commander of a vessel of war in entering, in a friendly manner, into the port of another Power, and opening fire upon one of its ships, without having first demanded an explanation or reparation for any wrong of which he might have to complain, or giving any previous notice of his intention to commit an act of hostility.

You will repeat to M. Calderon Collantes the deliberate opinion of Her Majesty's Government that the conduct of the Commander of the "Ceres" was unjustifiable.

I am, &c.

(Signed) RUSSELL.

No. 223.

Sir J. Crampton to Earl Russell.—(Received March 12.)

My Lord,

Madrid, February 26, 1862.

I HAVE the honour to inclose the copy of a note which, in obedience to the instructions contained in your Lordship's despatch of the 15th instant, I have addressed to the Spanish Minister for Foreign Affairs, asking the earnest attention of the Spanish Government to the cases of Slave Trade in Cuba referred to in the correspondence between Her Majesty's Consul-General at Havana and the Captain-General of that colony, copies of which were inclosed in your Lordship's above-named despatch; and expressing the hope of Her Majesty's Government that the execution of the Treaties for the suppression of the Slave Trade will be more complete henceforth than it has been heretofore.

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure in No. 223.

Sir J. Crampton to Señor Collantes.

M. le Ministre,

Madrid, February 26, 1862.

I AM instructed by Her Majesty's Government to ask your Excellency's earnest attention to the cases of the introduction of slaves into the Island of Cuba, referred to in the correspondence between Her Majesty's Consul-General at Havana and his Excellency the Captain-General of that colony, copies of which I have the honour to inclose.

The reports received from Cuba prove that, whilst owing to the measures taken by the Spanish authorities, many captures have taken place, the Slave Trade is still carried

on with great activity. I am consequently instructed to express the hope of Her Majesty's Government that the execution of the Treaties for the suppression of this infamous Traffic will be more complete henceforth than it has been heretofore.

I avail, &c.
(Signed) JOHN F. CRAMPTON.

No. 224.

Sir J. Crampton to Earl Russell.—(Received March 12.)

My Lord,

Madrid, February 26, 1862.

I HAVE the honour to inclose the copy of a note which, in conformity with the instructions contained in your Lordship's despatch of the 20th instant, I have addressed to the Spanish Minister for Foreign Affairs in regard to the attack made by the Spanish man-of-war steamer "Ceres" upon the Liberian gun-boat "Quail" in the waters of Monrovia.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure in No. 224.

Sir J. Crampton to Señor Collantes.

M. le Ministre,

Madrid, February 26, 1862.

I DID not fail to transmit to Her Majesty's Government a copy of the note which your Excellency did me the honour to address to me on the 18th ultimo, in reply to my communication of the 11th of December last, on the subject of the attack made by the Spanish man-of-war steamer "Ceres" upon the Liberian gun-boat "Quail" in the waters of Monrovia.

Her Majesty's Government have learnt with regret that the Government of Her Catholic Majesty decline to accede to their request that the conduct of the Commander of the "Ceres" should be disapproved.

I am instructed to observe that, after a deliberate consideration of the statements contained in your Excellency's note, and the documents which accompany it, Her Majesty's Government are unable to perceive any circumstances which could justify the Commander of a vessel of war in entering, in a friendly manner, into the port of another Power and opening fire upon one of its ships, without having first demanded an explanation or reparation for any wrong of which he might have to complain, or giving any previous notice of his intention to commit an act of hostility.

I avail, &c.
(Signed) JOHN F. CRAMPTON.

No. 225.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, March 12, 1862.

I TRANSMIT to you, for your information, a copy of a despatch from Her Majesty's Consul-General at the Havana,* reporting the capture of a slaver off the Coast of Cuba, with 271 slaves on board, by the Spanish vessel of war "Conde de Venadito."

I am, &c.
(Signed) RUSSELL.

* No. 272.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, March 20, 1862.

WITH reference to my despatch of the 15th ultimo, inclosing a copy of a despatch from Her Majesty's Consul-General at the Havana, reporting a landing of slaves at Camarioca, and their subsequent capture by the Spanish authorities, I now transmit to you a copy of a further despatch from Mr. Crawford,* stating that the slaves in question have been restored, by decision of the Court of Royal Audiencia, under the provisions of the 9th Article of the Penal Law, to the person who claimed them.

I also transmit to you a copy of a despatch from Mr. Crawford,† inclosing copies of a correspondence with the Captain-General of Cuba, relative to the landing of a cargo of upwards of 300 slaves near Trinidad, in the most open manner, and with the connivance of the Lieutenant-Governor, the Alcalde Mayor, the Secretaries, civil and military, as well as the other local authorities.

I have to instruct you to call the serious attention of the Spanish Government to the facts reported by Mr. Crawford.

In the one case slaves captured by the Spanish authorities, and known to have been introduced into Cuba in violation of Spanish laws, and in contravention of the Treaty engagements of Spain with this country, were deliberately given up to the parties who claimed them, and who ought to be amenable to the laws for their introduction.

In the other case a cargo of slaves was landed within sight of the Governor's house, apparently with the connivance of the authorities, from the highest to the lowest; the crew of the slave-vessel were permitted to walk about the streets, and to boast openly of their success; and although some of the parties implicated were sent to Havana under arrest, they were allowed to return free to their homes, and to retain their places.

Her Majesty's Government have every wish to believe that the assurances they have repeatedly received from the Government of Her Catholic Majesty of their desire to put an end to the Cuban Slave Trade have been made in good faith, but they find it difficult to reconcile those assurances with the facts which have been brought to the notice of Her Majesty's Government by Mr. Consul-General Crawford.

You will present a note on this subject to Señor Calderon Collantes, and ask him to take effectual measures to punish offenders who violate the laws of Spain, and expose the honour of its Government to imputations of a grave nature.

I am, &c.
(Signed) RUSSELL.

No. 228.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, April 9, 1862.

I TRANSMIT to you, for your information, a copy of a despatch from Her Majesty's Consul-General at the Havana,‡ stating that increased interest in the Slave Trade seems to have sprung up in the Island of Cuba, and giving information relative to the movements of vessels suspected of being destined to be employed in that Traffic.

I am, &c.
(Signed) RUSSELL.

No. 229.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, April 10, 1862.

WITH reference to the former correspondence respecting the case of the Spanish schooner "*Buenaventura Cubano*," which was first seized by the Liberian authorities, in the month of May last, in the Gallinas River, for being engaged in the Slave Trade within Liberian territory, and was afterwards taken out of the hands of those authorities and destroyed by the Commander of Her Majesty's ship "*Torch*," I have now to acquaint

* No. 273.

† No. 271.

‡ No. 277.

you that Mr. Ralston, the Liberian Consul-General in this country, has informed me that the Spanish Minister at this Court has, by direction of his Government, claimed, through Mr. Ralston, reparation and indemnity from the Government of Liberia for the capture and destruction of the vessel in question.

I have to instruct you again to bring this matter to the notice of the Spanish Government.

You will state to Señor Calderon Collantes that the "*Buenaventura Cubano*," having been taken out of the hands of the Liberian authorities and destroyed by the Commander of a British cruizer, Her Majesty's Government feel that they alone, and not the Government of Liberia, are responsible to the Spanish Government for any reparation or indemnity that may be due on account of the destruction of this vessel.

You will add that, according to reliable information received by the Governor of Sierra Leone, and on which the Commander of Her Majesty's ship "*Torch*" acted when he went in search of the "*Buenaventura Cubano*," the master of that vessel was a notorious slave-trader, and had entered into the Gallinas River for the express purpose of procuring a cargo of slaves, having made arrangements for this purpose with the Native Chiefs, who subsequently denounced him to the Liberian authorities.

Her Majesty's Government feel assured that the result of further inquiries into this matter will prove to the Government of Her Catholic Majesty the true character of the adventure in which the "*Buenaventura Cubano*" was engaged when she was destroyed by a British cruizer, and they are unwilling to believe that the Spanish Government would in any way give their countenance to a slave-trading transaction.

I am, &c.
(Signed) RUSSELL.

No. 230.

Sir J. Crampton to Earl Russell.—(Received April 16.)

My Lord,

Madrid, March 29, 1862.

I HAVE the honour to inclose a note which I have addressed to the Spanish Minister for Foreign Affairs, stating, with reference to my communication to his Excellency of the 18th of December last, that information has been received by Her Majesty's Consul at San Domingo from which it appears that there is no truth in the report which reached the Governor of Turk's Island, that slaves had been introduced into San Domingo.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure in No. 230.

Sir J. Crampton to Señor Collantes.

M. le Ministre,

Madrid, March 29, 1862.

WITH reference to the note which I had the honour to address to your Excellency on the 18th of December last, regarding a report which had reached the Governor of Turk's Island that a number of negro slaves had been introduced into the Island of San Domingo, I am glad now to be enabled to state, that information has been received from Her Majesty's Consul in that island from which it appears that there was no truth in the report.

I avail, &c.
(Signed) JOHN F. CRAMPTON.

No. 231.

Sir J. Crampton to Earl Russell.—(Received April 16.)

My Lord,

Madrid, April 11, 1862.

WITH reference to your Lordship's despatch of the 20th ultimo, I have the honour to transmit the copy of a note which, in conformity with your Lordship's instructions, I

have addressed to M. Calderon Collantes respecting the circumstances attending a recent landing of slaves at Camarioca and Trinidad.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure in No. 231.

Sir J. Crampton to Señor Collantes.

M. le Ministre,

Madrid, April 11, 1862.

WITH reference to the note which I had the honour to address to your Excellency on the 26th of February last, inclosing the copies of a correspondence which had taken place between Her Majesty's Consul-General and the Captain-General of Havana upon the subject of a landing of slaves at Camarioca, and their subsequent capture by the Spanish authorities, I have now the honour of transmitting to your Excellency the copy of a further despatch from Mr. Consul-General Crawford, stating that the slaves in question have been restored, by decision of the Court of Royal Audiencia, under the provisions of the 9th Article of the Penal Law, to the person who claimed them.

I have also the honour to inclose to your Excellency copies of a further correspondence from Mr. Crawford with the Captain-General of Cuba relative to the landing of a cargo of upwards of 300 slaves near Trinidad, in the most open manner, and, as it appears, with the connivance of the Lieutenant-Governor, the Alcalde Mayor, the Secretaries Civil and Military, as well as the other local authorities.

I am instructed to call the serious attention of the Spanish Government to the facts reported by Mr. Crawford.

In the one case, slaves captured by the Spanish authorities, and known to have been introduced into Cuba in violation of Spanish laws, and in contravention of the Treaty-engagements of Spain with Great Britain, were deliberately given up to the parties who claimed them, and who ought to be amenable to the laws for their introduction.

In the other case, a cargo of slaves was landed within sight of the Governor's house, apparently with the connivance of the authorities, from the highest to the lowest. The crew of the slave-vessel were permitted to walk about the streets, and to boast openly of their success. Although some of the parties implicated were sent to Havana under arrest, they were allowed to return, free, to their homes, and to retain their places.

Her Majesty's Government desire me to state to your Excellency that they have every wish to believe that the assurances they have repeatedly received from Her Catholic Majesty's Government, of their desire to put an end to the Cuban Slave Trade, have been made in good faith; but they find it difficult to reconcile these assurances with the facts which have been brought to their notice by Mr. Consul-General Crawford.

Her Majesty's Government cannot, therefore, but express the hope that Her Catholic Majesty's Government, now that these facts are brought to their knowledge, will take effectual measures to punish offenders who violate the laws of Spain, and expose its Government to imputations of a grave nature.

I avail, &c.
(Signed) JOHN F. CRAMPTON.

No. 232.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, May 15, 1862.

I HAVE to instruct you to acquaint the Spanish Government that a despatch has been received from Mr. Skelton, Her Majesty's Judge at Sierra Leone, reporting that M. Pio de Emperanza and M. Narciso Perez Petinto, the newly appointed Judge and Arbitrator on the part of Her Catholic Majesty in the British and Spanish Mixed Commission Court in that Colony, have taken the prescribed oaths, and have entered upon their respective duties.

I am, &c.
(Signed) RUSSELL

No. 233.

Sir J. Crampton to Earl Russell.—(Received May 19.)

My Lord,

Madrid, May 14, 1862.

I HAVE the honour to transmit to your Lordship a translation of a further note which I have received from M. Calderon Collantes, regarding the report which had reached the Governor of Turk's Island that a number of negro slaves had been introduced into the Island of San Domingo.

I have, &c.

(Signed)

JOHN F. CRAMPTON.

Inclosure in No. 233.

Señor Collantes to Sir J. Crampton.

(Translation.)

Sir,

Madrid, April 22, 1862.

THE Captain-General of Cuba, whom I informed of the note which you were good enough to address to me on the 18th of December last, respecting a certain number of African slaves, Government labourers, having been introduced into the port of Samaná, Island of San Domingo, informs me in reply that the fact is completely false, since the Government possesses no labourers either as slaves or as freemen, and that the only cases which have arisen with reference to this subject were the removal of some Chinese criminals to Samaná, in order not to give cause for any kind of interpretations, and the sending of a freed negress whom the Fiscal of the Royal Tribunal had in charge, and being named President of the Tribunal of San Domingo, he asked permission to take her with him for the service of his family; before granting him this a letter exempting her from dependence on the Government was given to the negress, in order that she might enter that territory completely free.

Although you have acknowledged the untruth of the facts, which caused your above-named letter of the 18th of December, in your second one of the 29th of March last, I have thought it right to let you know the information received from the superior authority of Cuba upon the subject; availing, &c.

(Signed)

S. CALDERON COLLANTES.

No. 234.

Sir J. Crampton to Earl Russell.—(Received May 19.)

My Lord,

Madrid, April 29, 1862.

I HAVE the honour to inclose the copy of a note which, in conformity with the instructions contained in your Lordship's despatch of the 10th instant, I have addressed to the Spanish Minister for Foreign Affairs again calling his Excellency's attention to the subject of the destruction of the Spanish vessel "*Buenaventura Cubano*" by the Commander of Her Majesty's ship "*Torch*," and stating that Her Majesty's Government, and not the Government of Liberia, are responsible for that destruction, which was effected on the grounds of the "*Buenaventura Cubano*" being engaged in the Slave Trade—a fact which Her Majesty's Government do not doubt will be made apparent to the Spanish Government by further investigation.

I have, &c.

(Signed)

JOHN F. CRAMPTON.

Inclosure in No. 234.

Sir J. Crampton to Señor Collantes.

M. le Ministre,

Madrid, April 29, 1862.

WITH reference to my correspondence with your Excellency upon the subject of the destruction of the Spanish schooner "*Buenaventura Cubano*," which was first captured by the Liberian vessel the "*Quail*," in the month of May last, for being engaged in the Slave Trade, and was afterwards burnt by the Commander of Her Majesty's ship "*Torch*," I have the honour to inform your Excellency that copies of a correspondence between his Excellency the Envoy of Her Catholic Majesty in London and Mr. Ralston, the Liberian Consul-General, have been communicated by the latter to Her Majesty's Government, by which it appears that the Spanish Minister has by the direction of his Government claimed, through Mr. Ralston, reparation and indemnity from the Government of Liberia for the capture and destruction of the vessel in question.

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I am in consequence instructed by Her Majesty's Principal Secretary of State for Foreign Affairs again to bring this matter to the notice of the Spanish Government. I am directed to state to your Excellency that the "*Buenaventura Cubano*" having been taken out of the hands of the Liberian authorities and destroyed by the Commander of a British cruiser, Her Majesty's Government feel that they alone, and not the Government of Liberia, are responsible to the Spanish Government for any reparation or indemnity that may be due on account of the destruction of this vessel.

I have to add that according to reliable information received by the Governor of Sierra Leone, and on which the Commander of Her Majesty's ship "*Torch*" acted when he went in search of the "*Buenaventura Cubano*," the master of that vessel was a notorious slave-trader, and had entered the Gallinas River for the express purpose of procuring a cargo of slaves, having made arrangements for this purpose with the native Chiefs, who subsequently denounced him to the Liberian authorities.

Her Majesty's Government feel assured that the result of further inquiries into this matter will prove to the Government of Her Catholic Majesty the true character of the adventure in which the "*Buenaventura Cubano*" was engaged when she was destroyed by a British cruiser, and they are unwilling to believe that the Spanish Government would in any way give their countenance to a slave-trading transaction.

I avail, &c.

(Signed) JOHN F. CRAMPTON.

No. 235.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, June 3, 1862.

I HAVE received your despatch of the 29th of April last, and I have to convey to you my approval of the note which, in pursuance of the instructions contained in my despatch of the 10th ultimo, you addressed to the Spanish Minister for Foreign Affairs, acquainting his Excellency that Her Majesty's Government hold themselves alone responsible for the destruction of the Spanish slaver "*Buenaventura Cubano*" by Her Majesty's ship "*Torch*."

I am, &c.

(Signed) RUSSELL.

No. 236.

Sir J. Crampton to Earl Russell.—(Received June 9.)

My Lord,

Madrid, June 4, 1862.

WITH reference to my despatch of the 29th of April last, and to my previous correspondence with your Lordship's office, regarding the case of the Spanish vessel "*Buenaventura*" alias "*Cubano*," which was taken possession of at Gallinas by the Liberian vessel "*Quail*," and afterwards destroyed by the commander of Her Majesty's ship "*Torch*," I have the honour to inclose a report and translation of a debate which took place in the Spanish Congress of Deputies on the 2nd instant.

On that occasion Señor Candan put a question upon the subject to the Government, which was answered by the Minister for Foreign Affairs.

I can only attribute it to the want of a clear recollection of the facts of a somewhat complicated transaction, that his Excellency's statement should fail so much in completeness and correctness both as to the facts of the case and the present position of the question. Your Lordship will observe that Señor Calderon Collantes makes no allusion to the destruction of the Spanish vessel by the commander of the "*Torch*," nor to the assumption by Her Majesty's Government of the responsibility of that act; while his Excellency's language would leave it to be supposed that the Liberian Government, acquiescing in the justice of the Spanish claim against them for the seizure of the "*Buenaventura*," objects to grant further reparation only on the ground that the chastisement they have already undergone was "too rigorous," and that it was inflicted upon them without any previous claim for satisfaction.

I shall not fail to take an early opportunity of requesting Señor Calderon Collantes again to examine the documents which I have communicated to him, and to take the matter into his serious consideration.

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure in No. 236.

Extract from the "Diario de las Sesiones de Cortes," June 2, 1862.

(Translation.)

Señor Candan.—MY question is more particularly addressed to the Minister of State, whom I am glad to see in his place. According to information I have received, but for the correctness of which I do not venture to answer, it appears that about the beginning of last year a vessel named the "*Buenaventura*" alias "*Cubano*," belonging to the mercantile marine of the Island of Cuba, and bound from Teneriffe to Fernando Po, was driven ashore by a gale at the mouth of the River Gallinas, and there fell a victim to an outrage committed by one of the vessels of war the Liberian Republic, which not content with seizing the ship and turning out the crew, finished, it should seem, by setting her on fire. What I wish to know is, whether the Government have received intelligence of this occurrence, and whether proper steps have been taken to obtain due satisfaction for the insult offered to the Spanish flag, and a suitable reparation to the owners of the vessel for the injuries they have suffered.

The Minister of State (Calderon Collantes).—Although, I cannot at the present moment reply to the Honourable Deputy as much in detail as I should wish, because it is not in my power to recall all the circumstances of the case, I may yet mention that the Department of State did receive timely intelligence of the event in question, although it did not take place in the way the Honourable Deputy has just stated.

Really and truly the necessary satisfaction was obtained by material force. A Spanish vessel of war proceeded to Monrovia in this so-called Republic of Liberia, and inflicted a heavy and severe chastisement on a vessel belonging to it: but the Government was still not satisfied even with these energetic reprisals, and have made further claims on the Government of the Republic; who, on the other hand, thinking that the Spanish vessel of war, which went to Monrovia, acted with too much rigour, consider themselves injured, and deem that they are not called upon to give any further satisfaction.

The question is, therefore, still pending; but in reality the insult offered to a vessel belonging to our mercantile marine received the most solemn, immediate, and energetic reparation which it was in the power of the Spanish naval forces to afford.

Señor Candan.—I congratulate myself, as a good Spaniard, that the Government have acted with energy and rapidity in obtaining due reparation for an outrage inflicted on one of our merchant-vessels; but, as the Minister of State must be aware, the satisfaction which the Spanish Government are bound to demand is not confined to this. Damages for the value of the vessel are also due to us. Apart from this, I rejoice at having contributed to make public the reparation which has been obtained by force of arms, in order that it may always be well known that, wherever an insult is offered to our flag, there the sword of our brave sailors will be found to avenge it.

The Minister of State (Calderon Collantes).—I doubtless have not explained myself with sufficient clearness to enable the Honourable Deputy to catch my meaning. I said that, after the energetic measures of reprisal which were at once adopted and carried out with the greatest vigour by one of the ships of our navy which happened to be in the neighbourhood, a claim has been made which is still pending, and which will be followed up with the greatest activity.

But, on the other hand, the Government of the small State in question considers itself injured because, without any formal claim being made, correction was administered for the excess committed on one of our merchant-vessels.

Independently, therefore, of what was done the moment the offence was offered, a proper claim has been put forward, and the Honourable Deputy may rest assured that this claim will not be abandoned.

No. 237.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, June 12, 1862.

I TRANSMIT herewith, for your information, copies of despatches from Mr. Crawford, Her Majesty's Consul-General at the Havana, on matters connected with the Cuban Slave Trade.*

I am, &c.

(Signed) RUSSELL.

* Nos. 279, 280, 281, 282, and 283.

No. 233.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, June 14, 1862.

I TRANSMIT to you herewith, for your information, copies of a correspondence which has passed between the Spanish Legation at this Court and this office, relative to the case of two Spanish vessels, the "*Lola*" and the "*Castilla*," which were detained by the Commander of Her Majesty's ship "*Barracouta*," off the coast of Cuba, on suspicion of being engaged in the Slave Trade, and have since been restored by decision of the Mixed Commission Court at Havana, with costs and damages against the captor.

You will find the papers relating to the case of these two vessels published at pages 9 and 13, Class A, of the Slave Trade Correspondence presented to Parliament last session.

I am, &c.

(Signed) RUSSELL.

 Inclosure 1 in No. 238.
M. Isturiz to Lord J. Russell.

(Translation.)

My Lord,

London, May 11, 1861.

I HAVE the honour to make known to your Excellency, by order of my Government, an act of injustice committed by Mr. W. Wood, in command of the steamer "*Barracouta*," of the Royal English navy, on the two Spanish trading brigs "*Lola*" and "*Castilla*," in October last.

These vessels are of the sort called "coasters," of the Island of Cuba, and they were sailing with papers which, according to Spanish law, are sufficient for those of their class, and should have sufficed to prove their nationality; but notwithstanding this circumstance, not only did Commander Wood detain and capture them, but instead of taking them before a Mixed Commission, in conformity with the Treaty of 1835, conveyed them to the Island of Jamaica, where they were brought before the English Court fixed there. Fortunately this Court had to declare itself incompetent, as soon as it inquired into the question of the nationality of the "*Lola*" and the "*Castilla*;" but this does not exempt the Government of the Queen my august Sovereign from the duty of taking such measures as it considers necessary to prevent the repetition of such a deplorable act.

I have the honour, therefore, by its order, to ask your Excellency to be pleased to issue proper orders to the cruisers of the Royal British Navy, so that in case of detaining any vessel for suspicion of being employed in the Slave Trade, they do not fail to carry her before a Mixed Commission.

This proceeding will be in accordance with the stipulations of 1835, and will always have the good effect of preventing mistakes like that which gives rise to this complaint. Otherwise the Government of my august Sovereign will feel itself entitled to claim the damages which will be of course due to commerce, and to the parties interested in the detained vessels.

I have, &c.

(Signed) XAVIER E ISTURIZ.

 Inclosure 2 in No. 238.
Lord J. Russell to M. Isturiz.

Sir,

Foreign Office, May 23, 1861.

I HAVE the honour to acknowledge the receipt of your note of the 11th instant, complaining of the conduct of Commander W. Wood, of Her Majesty's ship "*Barracouta*," in having sent the Spanish trading vessels "*Lola*" and "*Castilla*," which he had detained on suspicion of their being engaged in the Slave Trade, for adjudication before an Admiralty Court at Jamaica, instead of before a Mixed Commission, in conformity with the Treaty of 1835 between Great Britain and Spain, for the suppression of the Slave Trade: and I have the honour to state to you in reply, that the contents of your note have been brought to the notice of the Board of Admiralty, with the request that immediate inquiries may be made, the result of which I will not fail to communicate to you, for the information of the Spanish Government.

I am, &c.

(Signed) J. RUSSELL.

Inclosure 3 in No. 238.

Lord J. Russell to M. Isturiz.

Sir,

Foreign Office, June 13, 1861.

WITH reference to the letter which I had the honour to address to you on the 23rd ultimo, I now beg leave to inform you that the Lords Commissioners of the Admiralty have communicated to me a letter from Commander Wood, of Her Majesty's ship "Barracouta," reporting the circumstances under which that officer detained, and sent to Jamaica for adjudication, the two Spanish brigs "*Lola*" and "*Castilla*."

It appears from Commander Wood's report, that he boarded the brig "*Lola*" off the Anguillas on the 14th of October last, when he found that she had neither log-book, manifest, nor papers, and that she was fitted with a very large hatchway, and had on board an immense quantity of plank, staves, hoops, and heads for water-casks, mats, jerked beef, and rice. Commander Wood reports that on the next day, the 15th of October, he fell in with and boarded another vessel (doubtless the "*Castilla*"), without name, papers, or log-book, and found her fitted for the immediate reception of a slave-deck, her hatchway being enormous.

The "*Barracouta*" being ordered to sea immediately after her arrival at Jamaica, Commander Wood has not reported the reasons why the Vice-Admiralty Court in that island refused to adjudicate in the cases of these two vessels, nor have I yet received any explanation from other sources of the circumstances under which they have since been sent for adjudication to the Havana; but I would beg leave to observe that if, as is stated, the two vessels were taken without papers to denote their nationality, Commander Wood would seem to have been justified in sending them for adjudication before a British Vice-Admiralty Court.

I am, &c.

(Signed)

J. RUSSELL.

Inclosure 4 in No. 238.

M. Isturiz to Lord J. Russell.

(Translation.)

My Lord,

London, July 25, 1861.

THE reply which your Excellency was pleased to return to me on the 13th of June last to my note of the 11th May preceding, relative to the offence committed in October last by the Commander W. Wood, of the English steamer "*Barracouta*," against the Spanish trading-brigs "*Lola*" and "*Castilla*," was not satisfactory to the Government of the Queen my august Sovereign. I have the honour, therefore, by its command, to inform your Excellency that, as I had occasion to state in my note above mentioned, the default of name in one of the ships, and of certain ship's papers which Commander Wood did not find when he made the capture, is explained in a manner which cannot excite any doubts, if those vessels were, as they appear to have been, of those called in Cuba "*costeros*," or coasting-vessels, which for this reason, and because of their small importance, are not called upon to have the same requisites and documents as those which are engaged in other kinds of trade. Moreover, the Vth Article of the Treaty of 1835 decidedly stipulates that in the case where a vessel shall be captured on suspicion of being engaged in the Slave Trade, she must be taken or sent to one of the places where there are Mixed Tribunals, that the case may be tried there: consequently, the Commander of the "*Barracouta*," in carrying the "*Lola*," and "*Castilla*" to Jamaica, acted in contravention of the stipulation contained in the said Article, and therefore the step which he arbitrarily took cannot be approved: it was rejected even by the English Court of that island in declaring its incompetency to adjudicate the capture, from a consideration of the nationality of those vessels.

I take, &c.

(Signed)

XAVIER E ISTURIZ.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, June 16, 1862.

I HAVE received your despatch of the 4th instant, inclosing a Report of what passed at a debate in the Spanish Chamber of Deputies, regarding the case of the Spanish slave-vessel "*Buenaventura Cubano*."

It is important that the facts of this case, as they have been reported to Her Majesty's Government by the British naval authorities on the coast, and by the Liberian Government, should not be distorted or misunderstood; and I have therefore to desire that you will address a note to Señor Calderon Collantes, recapitulating the facts of the case as they are contained in the papers which I have from time to time communicated to you, and pointing out that those facts do not bear out the statement made to the Cortes. Probably Señor Calderon had not the circumstances present to his mind when he made the statement in question.

I am, &c.
(Signed) RUSSELL.

No. 240.

Earl Russell to Sir J. Crampton:

Sir,

Foreign Office, June 25, 1862.

I TRANSMIT to you an extract of a letter which I have received from Mr. Gerald Ralston, the Liberian Consul in this country, stating that the captain of the "*Buenaventura Cubano*," which vessel was detained, in the first instance, by the Liberian schooner "Quail," and was subsequently destroyed by Her Majesty's ship "Torch," is again on the coast in command of another vessel trying to collect slaves in the Gallinas River; I have to instruct you to make known this intelligence to Señor Collantes, as showing the true character of the man on whose behalf the interference of the Spanish Government has been exerted.

It would be conducive to a good understanding on the African coast if Liberia were recognized by Spain. The State of Liberia has now maintained its independence for many years, and is in amicable relations with Great Britain and the United States.

I am, &c.
(Signed) RUSSELL.

Inclosure in No. 240.

Mr. Ralston to Earl Russell.

(Extract.)

London, June 18, 1862.

I AM sorry to be obliged to inform your Lordship that I have heard from the Secretary of State for Monrovia, under date of the 1st of May, "that the Captain of the Spanish slaver '*Buenaventura Cubano*,' whose vessel was captured at the Gallinas Bar by the 'Quail' last year, for slave-trading at that place, and was subsequently burned by Captain Smith, of Her Majesty's steamer 'Torch,' is arrived again in a very fast sailing schooner. He is acting very cautiously. His vessel runs into land in the day, and in the evening anchor is weighed, and she goes out to sea. Her Captain is on shore at Gallinas trying to collect the slaves paid for out of the cargo of the '*Buenaventura Cubano*.' We have given fair warning to the Chiefs to have no intercourse with him."

No. 241.

Sir J. Crampton to Earl Russell.—(Received July 7.)

My Lord,

Madrid, June 24, 1862.

I HAVE the honour to inclose the translation of a note which I have received from the Spanish Minister for Foreign Affairs, in reply to my notes to his Excellency of the 26th of February and the 10th of April last, on the subject of the continued activity of the

Cuban Slave Trade, copies of which I had the honour to forward to your Lordship in my despatches of February 26 and of April 11.

Your Lordship will perceive with regret, that the Spanish Minister of State does not appear to enter fully into the views of Her Majesty's Government, in regard to a strict and rigorous execution of the provisions of the Treaties for the suppression of the Slave Trade. His Excellency is of opinion that the Spanish Government ought rather to be congratulated on the partial success of their cruisers in making an increased number of captures of slave-trading vessels, than reminded that the Slave Trade is still actively pursued; and thinks that there is some inconsistency in the observations contained in my notes upon the subject, in which I call his attention to both those facts.

In acknowledging that the cruisers of Spain have had some success against the Slave Trade, and in observing that the Trade is, nevertheless, actively carried on there, is, however, no inconsistency; and in coupling the two remarks, Her Majesty's Government only shows an equal readiness to recognize the successful efforts of the Spanish authorities in one respect, and to criticize their shortcomings in others, towards suppressing the Slave Trade.

With regard to the difficulty which Señor Calderon Collantes remarks Her Majesty's cruisers on the coast of Africa experience in putting an end to the Traffic, it might be obviously retorted that this difficulty is caused by the continued existence of a ready market for slaves still practically open at Cuba, and at Cuba alone.

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure in No. 241.

Señor Collantes to Sir J. Crampton.

(Translation.)

Sir,

Palace, June 19, 1862.

YOUR notes of the 26th February and 11th April last, relative to the disembarkation and capture of negroes at Camarioca and Trinidad, were received in due course at this First Department of State. In the former of them you state that "the reports received from that island (Cuba) prove that whilst, owing to the measures taken by the Spanish authorities, many captures have taken place, the Slave Trade is still carried on with great activity;" (but) after acknowledging these facts, you conclude by saying that you are therefore instructed to express the hope of Her Majesty's Government that the execution of the Treaties for the suppression of this illicit Traffic will be more complete henceforth than it has been heretofore.

In reply to these notes, I cannot but remark to you that it is really impossible to understand how the fact of several captures having been effected can serve as the foundation of a charge with respect to the fulfilment of the Treaties in question; since, on the contrary, it seemed natural to expect that a totally different conclusion would have been drawn from this fact, and that instead of censure the Government would have received congratulations, or that at least justice would have been done to it and to the functionaries by whom it is represented in the Island of Cuba.

The duty which the nation has undertaken to perform is that of attacking and punishing the Slave Trade, and that duty it will continue to fulfil as heretofore. Should Spain, however, not succeed in suppressing the Traffic, there will be no grounds for addressing to her, with justice, expostulations which the British Government might with equal or greater reason make to themselves, inasmuch as they maintain a large number of cruisers on the coast of Africa, and yet do not achieve the object they have in view.

I avail, &c.

(Signed) S. CALDERON COLLANTES.

No. 242.

Sir J. Crampton to Earl Russell.—(Received July 7.)

My Lord,

Madrid, June 29, 1862.

I TOOK an opportunity of conversing with Señor Calderon Collantes on the subject of the Cuban Slave Trade, as it might be affected by the Treaty lately signed between Her Majesty's Government and that of the United States, by which a mutual right of

search of vessels sailing under the flag of each State is accorded to the cruisers of the other.

I remarked that, in all his conversations with me in regard to the Cuban Slave Trade, as well as in his official communications, his Excellency had laid great stress upon the circumstance that the Trade was carried on by American vessels and under the American flag, and that the immunity which was thus afforded to it was the main obstacle to the success of the measures taken by the Spanish Government for effecting its entire suppression.

I added that, giving entire credit to the Spanish Government for the sincerity of its desire to fulfil its Treaty-engagements with Great Britain, and to acquire for itself the honour of dealing a final blow to an inhuman and demoralizing Traffic, the tolerance of which by States whose Governments profess to be based upon legality and freedom was perhaps the most deplorable instance of human inconsistency and weakness now existing, I doubted not that it would hail with satisfaction the announcement of an international arrangement which held out a prospect of diminishing the difficulties which perverted ingenuity, stimulated by avarice, had unceasingly opposed to the efforts made to crush so foul an abuse.

Her Majesty's Government, I said, believed that their means of action would be greatly strengthened by the provisions of the Treaty in question, and that the task of the Spanish authorities would be rendered easier than it had hitherto been. Her Majesty's Government would, I doubted not, entertain the confident hope and expectation that a great diminution, if not a total extirpation, of the Slave Trade in Cuba would be the result, if their efforts, which the Treaty would render more efficient at sea, were cordially seconded by the Spanish authorities on shore.

Not being yet in possession of the text of the Treaty in question, I was unable to indicate the particular points which might have a bearing upon the system of repression adopted by the Spanish Government; but I reminded Señor Calderon Collantes of the intention which he had expressed to me last year (see my despatch of August 25, 1861), of reviewing the Treaty-stipulations existing between Great Britain and Spain in relation to this subject, with a view to giving greater efficiency to the combined action of the two Governments, and I expressed the hope that this design would not be abandoned, and that his Excellency would, in resuming it, enter upon the examination which he had proposed after a full consideration of the circumstances of the case, as they may be altered by the Treaty now concluded between Great Britain and the United States.

I found Señor Calderon Collantes well disposed to take this matter into his consideration. His Excellency said, that the important bearings of the Treaty to which I had alluded had not escaped his observation, although he was only generally acquainted with the nature of its provisions. So soon as he should be in possession of a copy of the text of the Treaty he would give it his best attention, with a sincere desire to contribute to its practical efficiency, if this could be favoured by any modification of the Spanish system of repression which might be consistent with Spanish laws.

I have, &c.
(Signed) JOHN F. CRAMPTON.

No. 243.

Sir J. Crampton to Earl Russell.—(Received July 7.)

My Lord,

Madrid, June 30, 1862.

WITH reference to my despatch of the 4th instant, I have to state that I did not fail to call Señor Calderon Collantes' attention to the points in regard to which his Excellency's statement in the Congress of Deputies of the case of the Spanish vessel "*Buenaventura*," alias "*Cubano*," was erroneous.

I found, as I had expected, that Señor Calderon Collantes had a very imperfect recollection of the facts of this case, and I consequently referred his Excellency to the communications which I had addressed to him on the subject, namely, my notes of December 11, 1861, February 26, 1862, and April 29, 1862, copies of which were transmitted to your Lordship's office with my despatch of December 17, 1861, and in my despatches of February 26 and of April 29, 1862.

His Excellency excused himself for any error or want of completeness in his statement by alleging the multiplicity of business now pressing upon him, but he promised that he would immediately re-peruse my communications to him upon this subject.

In compliance with the instructions contained in your Lordship's despatch of

June 16, I have nevertheless thought it right to address to Señor Calderon Collantes a fresh note, of which I have the honour to inclose a copy, recapitulating the circumstances, and stating the present position of the case.

In my conversation with his Excellency, I based my observations upon the inaccuracies of his statement in his place in the Cortes, but in my written communication your Lordship will perceive that I have simply referred to that conversation. My reason for so doing is, that the Spanish Government objects to enter into any formal diplomatic discussion with a foreign Government, founded on what takes place in the Legislative Chambers.

An objection of the same nature is, as your Lordship will recollect, maintained by the Government of the United States, who uniformly decline any discussion with foreign Governments, even in regard to statements or observations contained in the Messages of the President to Congress.

I have taken the same opportunity to make known to the Spanish Government the additional intelligence conveyed to me by your Lordship's despatch of the 25th instant, respecting the subsequent proceedings and character of the Captain of the "*Buenaventura*," alias "*Cubano*."

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure in No. 243.

Sir J. Crampton to Señor Collantes.

M. le Ministre,

Madrid, June 30, 1862.

WITH reference to the conversation which I had lately the honour of holding with your Excellency respecting the Spanish vessel "*Buenaventura*" or "*Cubano*," as it is important that the facts reported to Her Majesty's Government by the British naval authorities should not be misunderstood, it may be well that I should take this opportunity of briefly recapitulating the main facts of the case, the details of which are to be found in the communications which I had the honour of addressing to your Excellency on the 11th of December and 29th of April last.

It is also desirable that I should do so in order that the true position both of Her Majesty's Government and the Government of Liberia in regard to this question should be clearly understood, and the degree of responsibility which attaches to each of them, as respects the claim put forward by the Spanish Government for satisfaction and reparation for the destruction of the vessel be distinctly stated.

In May 1861 the "*Buenaventura*" or "*Cubano*" was captured by a Liberian public vessel called the "*Quail*," as being notoriously engaged in a Slave Trade transaction in the River Gallinas, the territory of which is claimed by the Liberian Republic. The Commander of the "*Quail*" took possession of the vessel, but the master and crew of the "*Buenaventura*" or "*Cubano*" effected their escape, taking with them or having destroyed the ship's papers, supposing her to have had any.

The Commander of Her Majesty's ship "*Torch*" having, in the meantime, received reliable information from the Governor of Sierra Leone that the "*Buenaventura*" or "*Cubano*" was a notorious slave-trader, and had entered Gallinas River for slave-trading purposes, proceeded there in search of her, and having satisfied himself that she was really a slaver, took her out the hands of the Liberian Commander, but finding it impossible to take her out of the river in consequence of the state of the weather, set fire to her and destroyed her.

I have already in my note of the 11th of September last informed your Excellency that Her Majesty's Government were not of opinion that the Commander of the "*Torch*" was borne out in proceeding in this manner. Whatever may be thought, however, in regard to that point, Her Majesty's Government feel that they alone, and not the Liberian Government, are responsible to the Spanish Government for any reparation or indemnity which may be due on account of the destruction of the vessel.

The question as to whether reparation and indemnity is due to the Spanish Government or not, however, evidently depends upon that of whether the "*Buenaventura*" was engaged in legal commerce or in the Slave Trade. It is one in regard to which Her Majesty's Government feel no doubt; and they believe that further inquiry will convince Her Catholic Majesty's Government that the latter supposition is the true one.

The vessel had, in fact, been previously denounced to Her Majesty's Colonial authorities and to the Liberian Government by the Native Chiefs, as being about to proceed to Gallinas River to make arrangements for embarking a cargo of slaves; and when

captured by the Liberian cruizer, and afterwards taken possession of by the British cruizer, she was found fully equipped for the reception of such a cargo; and she was, moreover, without any national colours or papers which could furnish even a *prima facie* evidence of her being engaged in legitimate trade.

Since I had the honour of conversing with your Excellency upon this subject I have received information from Her Majesty's Government which goes strongly to confirm the well-grounded presumption that the "*Buenaventura*" or "*Cubano*" was engaged in the Slave Trade; and I will take the present opportunity of communicating it to your Excellency. It has been stated to Lord Russell, upon reliable authority, that the master of the vessel in question is now off the coast at Gallinas in command of another vessel, and that he is engaged in trying to collect the slaves which were paid for out of the cargo of the "*Buenaventura*" or "*Cubano*."

It results, therefore, clearly, from what has been above resumed, that it is from the British Government that indemnity, if any, for the capture and destruction of this vessel should be sought; and that the Liberian Government, resisting the claim of the Spanish Government upon them for such indemnity, do so, not upon the ground that the chastisement already inflicted upon them has been too rigorous, and that it was inflicted without any previous claim for satisfaction, but because they do not consider themselves responsible for what must necessarily be regarded as the act of another Government.

I avail, &c.

(Signed) JOHN F. CRAMPTON.

No. 244.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, July 12, 1862.

I TRANSMIT to you herewith copies of a letter, and its inclosures, from Commander Wilson, of Her Majesty's ship "*Spiteful*,"* reporting the circumstances under which he boarded, in the port of Truxillo, on the 28th of May last, a screw steam-vessel under Spanish colours, which there is little doubt had just been engaged in landing a cargo of slaves in Cuba.

The vessel in question was the "*Noc d'Aquí*," which according to information received by Her Majesty's Government has for some time past been successfully engaged in the Cuban Slave Traffic.

It is impossible that the Spanish authorities, if they faithfully performed their duties, should not be as well informed as Her Majesty's Government of the proceedings of this vessel, and of the parties interested in her; and it is the impunity with which vessels notoriously engaged in the Slave Trade are allowed to pursue their iniquitous Traffic, and their owners to escape the punishment they merit, that causes the trade to flourish, and gives rise to the charges against the Spanish Government of want of good faith in the fulfilment of their Treaty obligations to suppress the Cuban Slave Trade.

As far as Her Majesty's Government are aware, criminal proceedings, if adopted by the Cuban authorities against persons engaged in or conniving at the introduction of slaves into that island, seldom, if ever, result in the condemnation and punishment of the guilty parties, however notorious may have been their offences; and as long as this state of things continues, so long will the Government of Her Catholic Majesty be open to the charge of want of good faith in not taking proper steps to enforce the laws.

I have to desire that you will take an opportunity of bringing to the notice of the Spanish Minister the proceedings of this Spanish steam-vessel, and in any conversation which you may have with Señor Collantes you will make a communication to him in conformity with the tenour of this despatch.

I am, &c.

(Signed) RUSSELL.

No. 245.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, July 12, 1862.

I TRANSMIT to you, for your information, a copy of a despatch which I have received from Mr. Crawford, Her Majesty's Consul-General in the Havana,* in reply to a despatch which I addressed to him, calling upon him to report whether any steps had been taken by the Spanish Government to punish the crew of the steamer captured by the Spanish war-steamer "Venadito," the particulars of which were reported in Mr. Crawford's despatch of the 10th of May last, a copy of which despatch was transmitted to you in my despatch of the 21st of January last.

I am, &c.
(Signed) RUSSELL.

No. 246.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, July 12, 1862.

I HAVE received your despatch of the 24th ultimo, inclosing a copy of the reply of the Spanish Minister for Foreign Affairs to the notes which you addressed to the Spanish Government on the 26th of February and 11th of April last, on the subject of the Cuban Slave Trade.

I have to desire that you will address a further note to Señor Calderon de Collantes, in which you will state that while Her Majesty's Government readily acknowledge the good services performed by Spanish cruizers, they cannot shut their eyes to the evil which remains (for the slaves captured by the Spanish authorities bear but a small proportion to the number actually introduced into Cuba).

You will add that if Spain shut out slave-ships from Cuba, as Brazil does from Brazil, the Slave Trade would become extinct; and it would be much more honourable to the Spanish Government to put down the Slave Trade by their own exertions, and the honourable fulfilment of their Treaties, than to see its extinction effected by the vigorous effort of Great Britain and the United States, who have determined to act in concert for the suppression of this detestable Traffic.

I am, &c.
(Signed) RUSSELL.

No. 247.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, July 23, 1862.

I TRANSMIT to you herewith a Memorial presented to Lord Palmerston by a large and respectable Deputation, complaining of the continued violation by Spain of those engagements of the Spanish Crown which provide for the suppression of the Slave Trade.

The Memorial states that not only these engagements have not been fulfilled, but "that Spain possesses the power summarily to suppress the Slave Trade, if she chose to exercise it; but she persistently refuses to take the necessary steps for this purpose, and treats with contempt and indifference the remonstrances and representations of Her Majesty's Government."

Unfortunately Her Majesty's Government are unable to say that these allegations are not founded in truth. Her Majesty's Government cannot doubt that it is in the power of the Spanish Government to suppress the Slave Trade; and that although Spain has placed some cruizers on the coast of Cuba, she persistently refuses to take those steps which would be effectual and final for the fulfilment of her Treaty engagements.

Among those steps, the first should be a law making the Slave Trade an offence of the highest degree of criminality.

Next, should be a law giving the Governor of Cuba additional powers for the local suppression of the Trade. The Governor of Cuba should have the power of following the

* No. 285.

slaves landed on the coast, and of seizing them on the estates and plantations to which they may have been carried. The Spanish Government should also take steps for effectually securing the real freedom of negroes emancipated by Mixed Courts, or seized by the Government authorities after having been landed by the slave-importers.

You will give a copy of the inclosed Memorial, and of this despatch, to M. Calderon Collantes.

You will inform him that Her Majesty's cruizers will have the most stringent orders to prevent slave-trading on the Coast of Africa, as well as on the Coast of Africa.

I am, &c.

(Signed) RUSSELL.

Inclosure in No. 247.

Memorial.

Resolution 1.—THAT this Meeting having heard the statements founded upon Parliamentary evidence which have been submitted to it on the subject of the African Slave Trade to Cuba, adopts the following Memorial to the Right Honourable Viscount Palmerston and the Right Honourable Earl Russell.

To the Right Honourable Earl Russell, Her Majesty's Secretary of State for Foreign Affairs.

The Memorial of certain of the inhabitants of London, in public meeting assembled, on Wednesday, the 25th of June, 1862, the Right Honourable Lord Brougham in the chair,

Respectfully sheweth,

That your Memorialists regard, with the deepest concern, the continued prosecution of the Slave Trade between the coast of Africa and the Island of Cuba, it being shown, upon official evidence before Parliament, that from 30,000 to 40,000 slaves are annually landed in that island.

That this iniquitous Traffic is carried on by Spain, notwithstanding that she has concluded Treaties for its suppression with Great Britain, and was paid the sum of 400,000*l.* sterling in the year 1818 as compensation for her promised co-operation in that object.

That the continuation of the Slave Trade to Cuba involves the tax-payers of Great Britain in an annual expenditure of 1,000,000*l.* sterling.

That Spain possesses the power summarily to suppress the Slave Trade, if she chose to exercise it, but that she persistently refuses to take the necessary steps for this purpose, and treats with contempt and indifference the remonstrances and the representations of Her Majesty's Government.

That the people of this country have just cause of complaint at the deliberate infraction by Spain of her Slave Trade Treaties with this country, and have a right to require that she shall forthwith take effectual measures for their fulfilment.

That while this meeting records its unqualified satisfaction at the recent conclusion of a new Treaty with the United States of America for the suppression of the Slave Trade, and believes that the concession of a limited right of search will tend materially to promote that object, it is of opinion that so long as the Cuban slave-market remains open, the slave-traders will find means of evading measures which are of mere temporary expediency, and that the only radical remedy for the Slave Trade is the closing of the Cuban slave-market.

That the Spanish Government being alone responsible for the continued prosecution of the Slave Trade to Cuba, this meeting most earnestly prays that Her Majesty's Advisers will adopt such measures as the urgency of the case appears to them to require, to obtain from Spain the immediate suppression of the iniquitous Traffic in human beings.

Resolution 2.—That the Right Honourable Lord Brougham do sign on behalf of this Meeting the Memorial to Viscount Palmerston and to Earl Russell, which it has adopted, and that a deputation, headed by the Right Honourable Lord Brougham, and by the Honourable the Members representing the city of London, with the Members of the Committee of the British and Foreign Anti-Slavery Society and other friends of the anti-slavery cause, do take an early opportunity of presenting the same, the members for the city to be solicited, in the name and on behalf of this Meeting, to support the prayer of the Memorial.

No. 248.

Sir J. Crampton to Earl Russell.—(Received July 25.)

My Lord,

Madrid, July 18, 1862.

I HAVE the honour to inclose translation of a note which I have received from the Spanish Minister for Foreign Affairs, in reply to the communication which I made to his Excellency, dated the 29th of April last, upon the subject of the capture and destruction of the Spanish vessel "*Buenaventura*" or "*Cubano*," by the Commander of Her Majesty's ship "*Torch*."

Your Lordship will perceive that in this reply Señor Calderon Collantea combats the reasoning of Her Majesty's Government in regard to this matter, by contending:—

1st. That the capture of the "*Buenaventura*" or "*Cubano*" having been made in the first instance, and while under the Spanish flag, by the Liberian cruiser "*Quail*," whereas the vessel was only subsequently taken possession of by Her Majesty's ship "*Torch*" when found without cargo, papers, or flag, the responsibility for the capture evidently rests with the Liberian and not with Her Majesty's Government, and that it is, therefore, to the Liberian Government that the Spanish Government must look for indemnity and redress.

2ndly. That while all the documents in possession of the Spanish Government prove that the "*Buenaventura*" was engaged in a legitimate trade, there exists, and can exist, no satisfactory proof that she was, as asserted by Her Majesty's Government, engaged in the Slave Trade.

It is evident that the determination of the question which has thus arisen between Her Majesty's Government and that of Spain depends upon the nature and cogency of the proofs which can be produced as to the real character of the trade in which the "*Buenaventura*" was engaged. The Spanish Government appear to act under the impression that if any evidence existed of the "*Buenaventura*" or "*Cubano*" being a slaver, it has perished with the vessel, and that, consequently the condemnation of her master and crew by a Court of Admiralty is impracticable.

Although no moral doubt can be felt in regard to the guilt of the owners and crew of the "*Buenaventura*" or "*Cubano*," Señor Calderon Collantes assumes that the only evidence of it is founded on the testimony of the Chief of one of the native tribes, and seems to forget the existence of the official statement by Commander Smith, with a copy of which I furnished his Excellency, that he found the vessel fully equipped for the Slave Trade, which is in itself strong presumptive evidence of their culpability. The statements of the masters and crews of the "*Buenaventura*" or "*Cubano*" and of the "*Quail*" being, nevertheless, directly at variance as to the circumstances under which the vessel was captured, and the occurrences which immediately followed her capture, the Spanish Government, in the absence of any judicial decision, prefer to give credit to the statements of their own subjects.

Under these circumstances, it would seem desirable that the authorities of Monrovia, or Her Majesty's Naval or Colonial authorities on the coast of Africa, should, if possible, produce such further evidence as cannot admit of question, as to the fact that the "*Buenaventura*" or "*Cubano*" was engaged in a slave-trading transaction when captured by the Liberian cruiser.

I have, &c.

(Signed) JOHN F. CRAMPTON.

 Inclosure 1 in No. 248.
Señor Collantes to Sir J. Crampton.

(Translation.)

Sir,

Palace, July 12, 1862.

THIS first Department of State received in due course the note you were so good as to address to me, dated the 29th April last, in which after mentioning that the Liberian Consul in London had communicated to the British Government the copies of a correspondence which he had carried on with the Representative of Her Majesty the Queen, my august Sovereign, respecting the indemnity and reparation which the latter claimed for the capture and destruction of the "*Buenaventura*" alias "*Cubano*," you stated, first, that the British Government were alone responsible for that act, inasmuch as it was the cruiser "*Torch*" which burned the Spanish vessel as soon as she was out of the hands of the Liberian authorities; secondly, that it did not admit of doubt that the first-mentioned

vessel intended to load negroes; and thirdly, that it was not to be supposed that Her Majesty's Government would in any way give their support to a slave-trading transaction.

With regard to the first point, I must observe to you that, as the seizure of the "*Buenaventura*" alias "*Cubano*" was effected by a Mourovian vessel, it does not appear that the opinion laid down in the note to which I am replying, to the effect that Her Britannic Majesty's Government is alone responsible for the capture of the vessel, can be admissible. The aggression committed upon a Spanish brig, while she was still displaying her national colours, came solely and exclusively from the Liberians, and against them, therefore, it is the duty and the right of Spain to make her claim, as she has done from the first. If, subsequently, the English cruiser "*Torch*" completely destroyed the vessel, which she found plundered and without papers or colours, this will be a reason why the Government of Monrovia should maintain the claim which they brought forward in the first instance, on account of this circumstance, against Her Britannic Majesty's Government.

With respect to the second point, it is shown by all the documents which exist in the Department under my charge, that the "*Buenaventura*" alias "*Cubano*" was attacked by the gun-boat "*Quail*," on the pretext that she was engaged or intended to engage in the Slave Trade; but this fact has not been in any way proved by the captors, who destroyed all the papers which might have contributed to the complete discovery of the truth. It is now impossible to arrive at this important result, and the question is as utterly impossible to decide as all those which relate to a fact affirmed by one side and denied by the other. In this state of things it appears that credit is given by preference to the Republic of Liberia, and is founded on the testimony of the Chief of one of those tribes which people the west coast of Africa—races of all of whom the mendacity is proverbial among those who have had occasion to deal with them. Such a view, and the conduct which is its consequence, cannot but be painful to the Government of the Queen; but as they cannot remove it, it is enough that they consider it unfounded and that they protest against it, thus cutting short what is, to say the least, a fruitless discussion for the want of sufficient data to throw light upon it: a deficiency which may be in some degree attributed to the commander of the "*Torch*," because he had no right or motive for burning a vessel, already plundered and dismantled, and which was within the jurisdictional waters of a State recognized as independent by Great Britain.

Even if he had found her on the high seas, he could not have done such an act as this without an irritating violation of Treaties, and without depriving the owners of the vessel of all means of defence and justification. The duties of the Commander of the "*Torch*," supposing he had captured the "*Buenaventura*" alias "*Cubano*" on the high seas, would have been to carry her to Sierra Leone, in order to submit her to the judgment of the Mixed Commission; and as the Treaty of 1835 admits *prima facie* proofs, which are those that are deduced from the mere inspection of the vessel, when once she was destroyed all proof or decision became impossible.

The opinion, therefore, that she was engaged in the Slave Trade may be expressed, but it will be destitute of the legal data which are indispensable to prove its correctness.

The fact, therefore, will ever remain the same as it was at the commencement.

The vessel of a State not recognized by Spain dared to take possession of a merchantman belonging to that nation, without respect to its flag, and to carry it into the port of Monrovia, in order to make it the object of fresh acts of violence and of every kind of depredations. The subsequent interference of a British vessel, which completed the destruction of the Spanish merchant-vessel, does not set aside the responsibility of the Government of Liberia.

Independently of the considerations already suggested, it was the duty of that Government to protect, within their own jurisdiction, the vessel and her crew who had been dragged thither by force; and their having failed in this obligation is a fresh reason why the Government of the Queen should make their claims against the Liberian Government, and why it is impossible to admit of a substitution which would be devoid of all legal and political justification. Such a substitution was not thought of when the circumstances occurred which gave rise to the claims. The Government of Liberia did not decline their own responsibility so that it might fall upon the British Cabinet. Far from this, Mr. John Marshall, Legislative Member of Liberia [*sic*], in a letter addressed to the Commandant of the Spanish Naval Station in the Gulf of Guinea, excuses himself for the events which had taken place on the plea of a misunderstanding; and the Consul of the Republic in London, in a note addressed to Señor Isturiz, the Minister of the Queen my Sovereign, near Her Britannic Majesty, states distinctly as follows:—

"Captain Smith wrote to the Liberian Commander of the '*Quail*' in the following terms.

“ ‘ I trust that the President of Liberia will duly appreciate the motives which led me to destroy this vessel (the “ *Buenaventura Cubano* ”), and also the means, thus afforded, of freeing the Liberian Government from any disagreeable dispute with the Spanish nation.’ ”

These documents, and the expressions used in them, furnish reason to believe that Commander Smith had recourse to burning the ship in order to exempt the Government of Liberia from responsibility; but without penetrating into intentions, which are always to be respected, there is no doubt that these circumstances prove that it is impossible to permit the substitution of responsibility which the Government of Liberia themselves have neither claimed nor asserted.

The Government of the Queen will, therefore, continue their claims against the Government of Liberia, and in doing so they do not consider that they are giving countenance to the Slave Trade, which their authorities combat actively and energetically, and which the Governor of Fernando Po has repressed by recent acts, proving a great zeal for the fulfilment of Treaties.

The Government of the Queen has given many proofs of their respect for those Treaties, and will never give cause for unjust suppositions.

I avail, &c.

(Signed) S. CALDERON COLLANTES.

No. 249.

Sir J. Crampton to Earl Russell.—(Received July 25.)

My Lord,

Madrid, July 21, 1862.

I HAVE the honour to inclose translation of a note which I have received from the Spanish Minister for Foreign Affairs, in reply to my communication to his Excellency, dated the 10th of April last, in which I called his attention to a landing of slaves which had taken place at Trinidad, in the Island of Cuba, and at which it appeared the local authorities had connived.

Señor Calderon Collantes informs me that my note having been forwarded to the Captain-General of Cuba, that functionary states that he has instituted an inquiry into the facts of the case, the results of which he will report in due course. In the meantime the Captain-General expresses his surprise that the British Government should see, in the occurrence alluded to, a reason to doubt the good faith of Her Catholic Majesty's Government; observing that the Penal Law of 1845, against Slave Trade, has been accepted by Great Britain without any reserve, and that judicial sentences passed under it are entirely independent of the administrative authority.

The Captain-General of Cuba adds that it is impossible to promise the reform demanded by Her Majesty's Government; and that, in any case, it could only be effected with the assistance of the estates of the realm, after a careful study of the question.

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure in No. 249.

Señor Collantes to Sir J. Crampton.

(Translation.)

Sir,

Palace, July 18, 1862.

THE Minister of War and the Colonies, to whom I communicated your note of the 10th of April last, in which, referring to the result of a trial for the landing of negroes at Camarioca, you mentioned another landing which appeared to have taken place at Trinidad, and at which it was supposed the local authorities had connived, informs me that he has forwarded the said note to the Governor Captain-General of Cuba, in order that the facts of the case might be cleared up; he also states that, leaving everything relative to this expedition to the time when all the data having been collected, it will be possible to judge it without mistake, he could not but feel surprised that judicial sentences being entirely independent of the Administrative authority, an attempt should be made to see in what had happened a motive to create a doubt which bears the stamp of an accusation against the good faith of Her Majesty's Government; that the Penal Law of 1845 is accepted by England without exception of any kind, and has been in force since that period; that its 9th Article tends, on one hand, to repress the Slave Trade, and, on the other, to avoid, in

the Island of Cuba, great danger to the maintenance of public order, which without those regulations would be much exposed; that, therefore, it is impossible to promise the reform demanded in such a difficult and complicated affair; that in any case such measures could only be adopted with the assistance of the estates of the realm; and, lastly, that in order to come to the best decision in such a delicate matter, it is being carefully studied.

In informing your Excellency of the above, in addition to my note of the 19th of June last, I avail, &c.

(Signed) S. CALDERON COLLANTES.

No. 250.

Sir J. Crampton to Earl Russell.—(Received July 25.)

My Lord,

Madrid, July 21, 1862.

I HAVE the honour to transmit the copy of a note which, in conformity with the instructions contained in your Lordship's despatch of the 12th instant, I have addressed to M. Calderon Collantes upon the subject of the Cuban Slave Trade.

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure in No. 250.

Sir J. Crampton to Señor Collantes.

M. le Ministre,

Madrid, July 19, 1862.

I DID not fail to transmit to Her Majesty's Government a copy of the note which your Excellency did me the honour of addressing to me on the 19th of June, in reply to my communications dated the 26th of February last and the 10th of April last, on the subject of the Cuban Slave Trade.

I am instructed by Her Majesty's Principal Secretary of State for Foreign Affairs to observe to your Excellency in regard to this matter, that Her Majesty's Government readily acknowledge the good services performed by Spanish cruizers; but while Her Majesty's Government render full justice to the exertions of the officers of the naval forces in Spain in this respect, they are unable to conceal from themselves that the evil complained still subsists to a deplorable degree; for it is evident, from the reports received by Her Majesty's Government, that the slaves captured by the Spanish authorities bear but a small proportion to the number actually introduced into Cuba.

Her Majesty's Government request me, in addition, to express their conviction that if Spain were to shut out slave ships from Cuba, as Brazil does from Brazil, the Slave Trade would become extinct; and they doubt not that it would be much more satisfactory to the Spanish Government that the Slave Trade should be put down by their own exertions, and by the efficient fulfilment of their Treaties, than that its extinction should be effected by the vigorous efforts of Great Britain and the United States, who have determined to act in concert for the suppression of this detestable Traffic.

I avail, &c.

(Signed) JOHN F. CRAMPTON.

No. 251.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, August 2, 1862.

WITH reference to my despatch of the 23rd of July, inclosing a copy of a Memorial from the inhabitants of London praying that Her Majesty's Government would take steps for compelling Spain to put a stop to the Slave Trade in Cuba, in accordance with her Treaty engagements with this country, I transmit to you, for your information, copies of further Memorials from the Glasgow Emancipation Society, and from the Clogher Anti-Slavery Association, upon the same subject.

I have to add that similar memorials have been received from the Societies named in the margin.*

I am, &c.

(Signed) RUSSELL.

* Manchester Anti-Slavery Society; Moderator and Session of South College Street Church, Edinburgh; Edinburgh Baptist Church; Edinburgh Ladies' Emancipation Society; Inhabitants of Edinburgh; Bristol Meeting; Inhabitants of Chelmsford.

Inclosure 1 in No. 251.

Memorial.

TO the Right Honourable Lord Palmerston, First Lord of Her Majesty's Treasury, and the Right Honourable Earl Russell, Her Majesty's Principal Secretary of State for Foreign Affairs.

The Memorial of the Glasgow Emancipation Society, having for its object the universal abolition of Slavery and the Slave Trade,

Sheweth,

That the conduct of Spain in continuing to violate her Slave Trade Treaty obligations, after receiving from Great Britain 400,000*l.* consideration in cash, has, in the opinion of your Lordships' Memorialists, disgraced her as a civilized and professedly Christian Power;

That the excuses made by Spain in extenuation of her delinquency are unsupported by facts;

That remonstrances having been tried to the utmost extent compatible with the national honour and dignity, the gravity of the case imperatively demands a more energetic course. Let your Lordships ponder the facts:—

1. Forty thousand negroes were imported into Cuba in 1860-61.

2. Forty thousand negroes, introduced into that island, represent 80,000 more, who have been swallowed up in the horrors of capture and of the middle passage.

3. It costs the taxpayers of Great Britain 1,000,000*l.* sterling annually in efforts to extinguish this Traffic in human beings.

4. Since Great Britain undertook, in conjunction with other Powers, to suppress the Slave Trade, she has expended at least 45,000,000*l.* for this object in sterling money, but her efforts have been defeated by the conduct of Spain.

5. Spain has not only not taken any active measures for fulfilling her contract, but, according to the latest official published despatches, declares, through the Minister for Foreign Affairs at Madrid, that the Traffic in Negroes cannot be stopped until a system of immigration on a large scale has been organized.

6. The British Government has addressed remonstrances to that of Spain, which are treated with utter disregard.

7. It is notorious that if the Government of Spain positively commanded the cessation of the Traffic in Slaves to Cuba, the Captain-General of that Island possesses the powers necessary for its immediate extermination.

8. It is, however, equally notorious that not only the Captain-General of Cuba and the officials of the island receive large bribes for their connivance at the introduction of negroes from Africa, but that some of the most eminent personages in Spain also participate largely in the profits arising from the Slave Trade.

9. It is not less notorious that the Captains-General of Cuba are usually Court favourites, who are despatched to that island expressly as a reward for alleged services, and that they may realize fortunes.

10. General O'Donnell, the actual Prime Minister of Spain, was Captain-General of Cuba, and returned to Spain with an enormous sum of money, estimated at several millions of dollars, made principally by transactions with slave-traders and slave-holders.

11. The Spanish Government acts as if it were convinced that that of Great Britain is not in earnest in its desire to suppress the Slave Trade.

12. May not the people of this country, we would ask your Lordships, reasonably entertain the same opinion? for, where the contrary is the case, is it credible that the Governments which have ruled since 1817, when Spain received her pecuniary bonus, would have permitted Spain to allow the prosecution of the Traffic in open violation of existing Treaties?

13. The African Slave Trade has been reduced two-thirds since the cessation of it in Brazil; and why did it cease there? Because the local authorities, stimulated by an honest Government, took active measures for its extinction, and peremptorily closed the Brazilian market.

14. Were the Cuban market closed, and the demand for negroes stopped, the supply would necessarily cease.

15. The Spanish Government alone can close the Cuban market.

In view of the foregoing facts and reasonings your Memorialists would respectfully submit to your Lordships that, seeing the people of this country have paid 40,000,000*l.* and upwards already, hoping to suppress the revolting Traffic in Slaves, and are sti

paying at the rate of 1,000,000*l.* a-year for the same object, they have a right to demand of the Government that it shall adopt energetic measures to induce Spain to fulfil her part of the contract.

Commending this Memorial, therefore, to the earnest consideration of your Lordships, and the other members of Her Majesty's Cabinet, we remain, on behalf of the Glasgow Emancipation Society, yours, &c.

Glasgow, July 14, 1862.

(Signed) . WILLIAM SMEAL, } *Secretaries.*
ANDREW PATON, }

Inclosure 2 in No. 251.

Memorial.

To the Right Honourable Earl Russell, Foreign Secretary, &c.

The Memorial of Clogher Anti-Slavery Association.

MOST respectfully prayeth the interference of the British Government with that of Spain against the Slave Trade in general, and particularly with regard to that carried on in the Island of Cuba, and that our Government will urge the expediency of the faithful discharge of the many responsibilities under which the Spanish Government has placed itself by Treaties, &c.

And Memorialists as in duty bound will ever pray.

Signed on behalf of the Association,

WILLIAM B. ASHE, Clerk, } *Secretaries.*
WM. SCRAPP, M.D., }

No. 252.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, August 13, 1862.

WITH reference to my despatch of the 12th ultimo, inclosing a copy of a letter from the Commander of Her Majesty's ship "Spiteful," reporting the circumstances under which he boarded the Spanish screw steamer "*Noc d'aquí*," or "*No es de aquí*," in the port of Truxillo, when that vessel showed evident signs of having recently been engaged in the Slave Trade, I now transmit, for your information, copies of a despatch and its inclosures from Her Majesty's Acting Consul-General at the Havana relative to the landing of a cargo of slaves in Cuba from this vessel.*

You will see that the Captain-General of Cuba denies that any landing of slaves from the "*Noc d'aquí*" has taken place; but the circumstances under which this vessel was found by the Commander of the "Spiteful" must bring conviction to any impartial mind that the "*Noc d'aquí*" had been successfully engaged in landing slaves in Cuba, and you will take an opportunity of communicating to Señor Collantes the opinion of Her Majesty's Government on this matter, notwithstanding the denial of the Captain-General.

I have at the same time to transmit to you copies of a further despatch and its inclosure from Mr. Crawford, Junior,† reporting the capture, by Her Catholic Majesty's steam gun-vessel "Neptuno," of a brig and schooner which were stated to be fitting out for the Slave Trade. You will observe to Señor Collantes that if Spanish officers will act in this spirit the Slave Trade will soon cease, and Her Majesty's Government will be spared the pain of making the frequent representations it is now compelled to address to the Government of Her Catholic Majesty on the subject of the infraction of the Treaty engagements of Spain for the suppression of the Slave Trade.

I am, &c.
(Signed) RUSSELL.

No. 253.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, September 4, 1862.

WITH reference to my despatch of the 13th ultimo, relative to the Slave Trade in the Island of Cuba, I transmit to you herewith, for your information, copies of further

* No. 286.

† No. 287.

despatches from Mr. Crawford, Junior, Acting British Consul-General at the Havana, upon the same subject.*

I am, &c.
(Signed) RUSSELL.

No. 254.

Sir J. Crampton to Earl Russell.—(Received September 22.)

My Lord,

San Ildefonso, September 11, 1862.

I HAVE the honour to inclose the copy of a note which I have addressed to the Spanish Minister for Foreign Affairs, in obedience to the instructions conveyed to me in your Lordship's telegram of the 10th instant, respecting the desire of Her Majesty's Government that British cruizers shall have the power of anchoring off any part of the coast of Cuba.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure in No. 254.

Sir J. Crampton to Señor Collantes.

M. le Ministre,

San Ildefonso, September 11, 1862.

IT being the intention of Her Majesty's Government to send men-of-war to cruize off the coast of Cuba in order to intercept slave-traders, I am instructed by Earl Russell to observe to your Excellency, that for this purpose it will be desirable that British cruizers should have the power of anchoring off any part of the coast.

Earl Russell has no doubt that Her Catholic Majesty's Government will feel no objection to this practice, which Her Majesty's Government consider to be necessary to enable Her Majesty's naval forces to perform with efficiency the duty with which they will be entrusted.

I avail, &c.
(Signed) JOHN F. CRAMPTON.

No. 255.

Sir J. Crampton to Earl Russell.—(Received September 22.)

My Lord,

San Ildefonso, September 12, 1862.

I HAVE the honour to inclose the copy of a note which I have addressed to the Spanish Minister for Foreign Affairs, communicating to him, in obedience to your Lordship's instructions, a copy of your Lordship's despatch of the 23rd of July last, and of the Address to Her Majesty's Government, therein inclosed, from a meeting of the inhabitants of London on the subject of the Cuban Slave Trade.

I have taken this opportunity of remonstrating in strong terms against the toleration of the Slave Trade by the Spanish authorities, and I have availed myself of the statements contained in Mr. Consul-General Crawford's Reports, copies of which were transmitted to me in your Lordship's despatch of the 4th instant, to substantiate the facts of the continued and successful prosecution of this infamous Traffic in Cuba.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure in No. 255.

Sir J. Crampton to Señor Collantes.

M. le Ministre,

San Ildefonso, September 11, 1862.

IT is with great concern that I am obliged again to call the serious attention of Her Catholic Majesty's Government to the subject of the Cuban Slave Trade.

The reports which continue to reach Her Majesty's Government from sources the

* Nos. 288, 289, 290, and 291.

authority of which cannot be called in question, are, however, so numerous and so decisive as to the facts that this atrocious Traffic is still carried on with success, and (what Her Majesty's Government learn with the deepest regret), that this is done in many instances, too numerous to be denied, with the criminal connivance of some of the Spanish Colonial authorities, as to render it necessary for Her Majesty's Government to persevere in addressing to the Spanish Government remonstrances in the strongest terms, although offered in the most friendly spirit, against a system which at once outrages humanity, and constitutes a continued violation of Treaty engagements, in which it is impossible that Her Majesty's Government can tamely acquiesce.

The character of the distinguished men who guide the Councils of the Spanish Crown, as well as the spirit of independence which has at all times animated the Spanish nation, can leave no doubt on the mind of my Sovereign or her advisers, that a Trade in Slaves must be as abhorrent to the immense majority of Spaniards as it is to that of Englishmen. To what interest, then, are feelings so honourable sacrificed, and for whose benefit are practices carried on the very existence of which is a standing indictment against the national good faith? There can be but one answer to such questions. The detestable avarice of wretches to whom the State owes neither sympathy or support, who are criminals in the eye of the law, and with whom individually no honourable man can associate or deal without disgrace, is alone fed by the toleration of this cruel abuse. Can it, then, be imagined that the well-directed efforts of a strongly-constituted Government should prove powerless against the combinations of such a class?

Did such reflections not naturally occur to Her Majesty's Government, they would be forced upon them by the general feeling of the nation whose interests they represent. Remonstrances without number pour in upon Her Majesty's Advisers from sources the most authoritative and respectable, the statements contained in which, it is impossible for Her Majesty's Government to deny or to extenuate. Making the largest allowance for the exaggeration of enthusiasm in a good cause, they are, in the main, correct. It would be a tedious repetition of the same obvious facts and considerations were I to make your Excellency acquainted with the contents of all these representations; but, by the instructions of Her Majesty's Principal Secretary of State for Foreign Affairs, I now have the honour to inclose the copy of one recently addressed to the First Lord of the Treasury by a meeting of the inhabitants of London, presided over by one of our most distinguished Statesmen, and I add a copy of the despatch by which Earl Russell has communicated to me this document, and which expresses so forcibly the feelings and opinions of Her Majesty's Government upon the subject as to leave me little to add to the observations it contains. Your Excellency will, however, perceive that Earl Russell's despatch contains an enumeration of the steps which in his opinion would not fail, if adopted by the Spanish Government, to put an end to the Cuban Slave Trade. To these I would particularly call your Excellency's attention, because, giving to Her Catholic Majesty's Government all due credit for a sincere desire to secure this result, their not having been equally successful with other Governments in attaining it, can only be attributed to some defect in the legislative, and other measures, which have hitherto been resorted to for this purpose. This belief is favoured by the fact that exactly in the degree in which energetic measures have been taken by the Spanish authorities, so far have they been successful. I allude to the efforts of some of the cruisers of the Spanish Royal navy, which are highly honourable to the officers who command them, and which are fully appreciated by Her Majesty's Government; and it is gratifying to me on the present occasion to express to your Excellency their satisfaction on learning, by a report received from Her Majesty's Consul-General at the Havana, the circumstances under which Her Catholic Majesty's steam gun-vessel "*Neptuno*" captured a brig and schooner which were stated to be fitting out for the Slave Trade, and which have doubtless been reported to your Excellency by the Captain-General of Cuba.

But satisfactory as such partial successes undoubtedly are, they leave untouched a large preponderance of cases in which slave-trading transactions have been carried through, unchecked by the local authorities.

Mr. Consul-General Crawford's recent reports to Her Majesty's Government, which I have now before me, state that not less than 2,370 slaves were landed in Cuba during the months of June and July last, the distribution of the greater part of which among the different plantations he enumerates as being matters of notoriety. To one of the cases reported by Mr. Crawford I am more particularly directed by Her Majesty's Government to call your Excellency's attention, because Her Majesty's Government cannot concur in the opinion expressed by his Excellency the Captain-General to Mr. Crawford on the subject. I mean the case of the vessel called the "*Noc Daqui*," or "*No es de aqui*." The Captain-General denies that any landing of slaves from this vessel took place; but the

circumstances under which this vessel was found by the Commander of Her Majesty's ship "Spiteful" must, in the opinion of Her Majesty's Government, bring conviction to any impartial mind that the "*No es de aquí*" had been successfully engaged in landing slaves in Cuba.

I have, &c.
(Signed) JOHN F. CRAMPTON.

No. 256.

Earl Russell to Sir J. Crampton.

Sir, *Foreign Office, September 25, 1862.*
I HAVE received your despatch of the 11th instant, and I have to convey to you my approval of the note which you addressed to his Excellency Señor Calderon Collantes, respecting the desire of Her Majesty's Government that British cruisers shall have the power of anchoring off any part of the coast of Cuba.

I am, &c.
(Signed) RUSSELL.

No. 257.

Earl Russell to Sir J. Crampton.

Sir, *Foreign Office, September 25, 1862.*
I HAVE received your despatch of the 12th instant, and I have to convey to you my approval of the note which you addressed to his Excellency Señor Calderon Collantes on the subject of the Cuban Slave Trade.

I am, &c.
(Signed) RUSSELL.

No. 258.

Earl Russell to Sir J. Crampton.

Sir, *Foreign Office, October 11, 1862.*
I TRANSMIT to you herewith, for your information, a copy of a despatch from Her Majesty's Acting Consul-General at the Havana,* relating to the Cuban Slave Trade.

I am, &c.
(Signed) RUSSELL.

No. 259.

Earl Russell to Sir J. Crampton.

Sir, *Foreign Office, November 3, 1862.*
I TRANSMIT to you herewith, for your information, copies of a despatch and its inclosure from Her Majesty's Commissary Judge at the Havana,† containing a Report upon the Cuban Slave Trade for the twelve months ending on the 30th of September last; and I have to instruct you to call the attention of M. Collantes to the observations made by Mr. Crawford that the bounty money for the capture of slavers is not duly paid to Spanish captors.

I am, &c.
(Signed) RUSSELL.

No. 260.

Earl Russell to Sir J. Crampton.

Sir, *Foreign Office, December 13, 1862.*
I TRANSMIT to you herewith copies of two despatches from Her Majesty's Acting Consul-General in Cuba,‡ relative to the landing of a cargo of 490 slaves in the district of

* No. 292

† Class A, No. 14.

‡ Nos. 296 and 298.

Trinidad in that island, with the connivance of the local authorities, who are stated to have received the sum of 61,000 dollars for betraying the trust reposed in them by the Government of Her Catholic Majesty.

You will see that the Captain-General Serrano, being satisfied of the guilt of the authorities, but at the same time aware of the impossibility of procuring legal proof of their complicity, has taken upon himself summarily to dismiss the Lieutenant-Governor of Trinidad and the Lieutenant of Police at Casilda.

I have to desire that you will bring the facts of this case to the knowledge of Marshal O'Donnell, and in doing so you will at the same time make such use as you may think fit of what the Captain-General Serrano stated to Mr. Crawford as to the policy of declaring the Slave Trade piracy, and the necessity for some more stringent penal enactments to enable the Governor-General of Cuba to put a stop to Slave Traffic.

Her Majesty's Government have repeatedly urged upon the Government of Her Catholic Majesty the necessity for the adoption of the measures now recommended by General Serrano; but it may not be inopportune again to press the matter upon their consideration at a time when a new Governor-General is about to assume the command of the island, and a squadron specially organized for cruising against the Slave Trade is about to be despatched by the Spanish Government to the coast of Cuba.

It will be scarcely necessary to point out how inconsistent a course of proceeding it would be if, while energetic measures are adopted by sea on the coast of Cuba for the suppression of the Slave Traffic, an almost perfect impunity, such as now exists, were to be permitted to the slave-dealers on shore.

I am, &c.
(Signed) RUSSELL.

No. 261.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, December 27, 1862.

I TRANSMIT to you herewith a copy of a letter from Commander Hoskins, of Her Majesty's ship "Zebra," to the Secretary of the Admiralty,* reporting his having captured, on the 3rd of October last, off Mangue Grande, a barque without name or papers, which at first showed Spanish colours, and was fully equipped for the Slave Trade.

I am, &c.
(Signed) RUSSELL.

No. 262.

Earl Russell to Sir J. Crampton.

Sir,

Foreign Office, December 31, 1862.

I TRANSMIT to you herewith an extract of a despatch from Her Majesty's Consul at Lagos,† reporting the shipment on the morning of the 20th of October last, from Aghwey, of a cargo of upwards of 1,000 slaves on board a steamer under French colours.‡

As there can be no question that these slaves were destined for the Cuban market, I have to desire that you will communicate the substance of Mr. Freeman's report to the Spanish Government.

I am, &c.
(Signed) RUSSELL.

* Class A, No. 120.

† No. 35.

‡ This vessel turned out to be the Spanish steamer "Noc d'Aqui," referred to in previous despatches as having been for some time past engaged successfully in the Cuban Slave Trade.

SPAIN. (*Consular*)—*Bilbao*.

No. 263.

Consul Young to Earl Russell.—(*Received September 15.*)

My Lord,

Bilbao, September 12, 1862.

I HAVE the honour to report to your Lordship that I have just received a communication, for the correctness of which I am not able at the present moment to answer, but which appears to me from its nature to require my forwarding the information to your Lordship without delay, to the effect that the Spanish steamer "*Noc Daqui*," is on the point of sailing from the port of Bordeaux, where she has been equipped, for the purpose of proceeding to the African coast to engage in the Bozal negro Slave Trade.

I am informed that the name of the captain of the vessel has been already changed, and that no time is to be lost if the voyage is to be stopped.

I am further informed that the vessel referred to has already made several voyages to the African coast.

I have by this mail addressed a letter to Her Majesty's Consul at Bordeaux, drawing his attention to the above statement.

I shall endeavour, without loss of time, to ascertain the truth of the intelligence conveyed to me, and to obtain further particulars.

I have, &c.
(Signed) HORACE YOUNG.

No. 264.

Consul Young to Earl Russell.—(*Received October 15.*)

My Lord,

Bilbao, October 9, 1862.

WITH reference to my despatch of the 12th ultimo, I have the honour to state to your Lordship that from inquiries I have since made, I have reason to think that the information I received respecting the Spanish steamer "*Noc Daqui*" was substantially correct.

Mr. Consul Scott has I believe, reported to your Lordship the departure of the "*Noc Daqui*" from Bordeaux.

I understand that this vessel was loaded with French Government stores, on which point no doubt your Lordship has also been informed by Mr. Scott. Should this be the case, the voyage to Vera Cruz will of course be completed.

With respect to her ultimate destination, I have been informed on good authority that the "*Noc Daqui*" has already made two voyages to the coast of Africa, and that Arteti, the man who commands her, and who replaced the captain at the moment of her sailing from Bordeaux, is the same who commanded the ship on her previous voyage to the coast.

The "*Noc Daqui*" is owned by a well-known mercantile firm at this port, and it is the impression of the parties whom I have consulted here, that she will now make another voyage to the coast to engage in the African Slave Trade, for which, from her fast qualities, she is admirably adapted.

I shall not fail to keep a watchful eye upon this affair, and to report to your Lordship any information I may receive confirmatory of the strong suspicions which I still entertain of the intentions of this vessel.

I have, &c.
(Signed) HORACE YOUNG.

SPAIN. (*Consular*)—*Cadiz*,

No. 265.

Consul White to Earl Russell.—(*Received August 28.*)

My Lord,

Cadiz, August 22, 1862.

I HAVE the honour to acquaint your Lordship that the Spanish schooner "*Lola Montes*," 100 tons burthen, sailed yesterday for the coast of Africa to be employed in the Slave Trade.

The American ship "*Island Queen*" of 460 tons burthen, Denham, master, which arrived here on the 4th of May with a cargo of coals, has been taking in rice, water, cod fish, &c., and is to sail in a few days for the coast of Africa to be employed in the Slave Trade. She is painted black ; is a very fine ship, and very fast sailer.

I have, &c.

(Signed) WILLM. WHITE.

No. 266.

Earl Russell to Consul Brackenbury.

Sir,

Foreign Office, October 8, 1862.

I TRANSMIT to you, for your information, a copy of a despatch from Mr. Gabriel, Her Majesty's Commissioner at Loanda,* reporting the capture of a barque on the 22nd of July last by Her Majesty's ship "*Espoir*," fitted for the Slave Trade and supposed to be the "*Traviata*," which fitted out at Cadiz, and sailed from that port on or about the 16th of May last, under command of the Portuguese Captain Vianna.

I am, &c.

(Signed) RUSSELL.

* Class A, No. 61.

SPAIN. (*Consular*)—*Havana*.

No. 267.

Consul-General Crawford to Earl Russell.—(Received January 2, 1862.)

My Lord,

Havana, December 4, 1861.

THERE appears to have been a lull in the operations of the slave importations, as I have not heard of any landing for some time past. But some new expeditions are being gone into, and the following vessels have sailed from this port, very strongly suspected to be employed in the Traffic, and that although cleared for other parts, they are bound for the coast of Africa: viz., Spanish barque "*Paquete de Cantabria*," 408 tons, cleared for Vera Cruz 8th November; Spanish brig "*Felicidad*," 95 tons, cleared for Canaries, cargo, rum; Spanish schooner "*Adela*," neither sailing nor clearance reported; British brig "*Laura*" (formerly American "*Ida Raynes*"), 303 tons, for St. Thomas, with cargo of rum.

The last-named vessel sails under a "provisional register" granted to her owner and master, a native of the Ionian Islands, M. Nicola Dionisis, but having heard something of the man's character that is not satisfactory, relative to his former occupations, and the unusual circumstance of the "*Laura's*" carrying rum to the Danish Island of St. Thomas, I refused to clear her unless bond was given to my satisfaction that she shall not be engaged in the Slave Trade, and bond has been given in the sum of 25,000 dollars at this office to that effect, by Don Pedro Garvalena and the master and owner of the "*Laura*," jointly and severally.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 267.

Description of the "Laura," formerly the "Ida Raynes."

FULL-RIGGED brig of $303\frac{1}{5}$ tons, American measurement; square stern, no gallery; head—an eagle's head; length, 119 feet; breadth, $28\frac{2}{10}$ feet; depth, 10 feet: was built at Portsmouth, New Hampshire, United States, in 1854.

Cleared from Havana with 416 pipes rum, $11\frac{1}{2}$ boxes sugar, 150 lbs. coffee, and 9,000 cigars.

No. 268.

Consul-General Crawford to Earl Russell.—(Received January 29, 1862.)

My Lord,

Havana, December 17, 1861.

I HAVE the honour of laying before your Lordship a copy of correspondence which I have had with the Captain-General of Cuba respecting a disembarkation of Bozal negroes, which having been effected at Camarioca, in number 173, they were all captured by the officers under his Excellency's orders. But the Vice-Consul advises me subsequently from Matanzas, that the captured slaves have been claimed by Don Rafael Gomez del Villar, the owner of the Rosario estate, where they were captured. The affair will, therefore, most probably, be decided by the Royal Audiencia, and the Bozals restored, which will be another proof of the baneful operation of the 9th Article of the Penal Law, in frustrating the honest efforts of the Government for carrying out the stipulations of

the Treaty for suppression of the Traffic; and as these Bozals, in order to their being claimed successfully, must have their passes in order, the officer who (corruptly) furnished said passes, will also escape punishment, because the Royal Audiencia will not stop to inquire how these documents have been obtained, nor by whom they have been issued for a bribe, but will decide, as they have done in former cases, that the passes, no matter how they may have been obtained, protect the property of the claimant.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 268.

Consul-General Crawford to the Captain-General of Cuba.

Havana, December 10, 1861.

THE British Vice-Consul at Matanzas having reported to me the capture by the authorities, under your Excellency's orders, of 150 Bozal negroes which had been landed last week at Camarioca, and were found at the estate Rosario, the property of Don Rafael Gomez del Villar, it will give me much pleasure to transmit this proof to Her Majesty's Government of your Excellency's determination to compel the observance of the law and of the existing Treaty for the Suppression of the Slave Trade, and I am desirous to give the fullest information in my power with regard to this case. I have, therefore, to state that it has come to my knowledge that, on board the slaver ship that brought these Bozals from Africa, there occurred a rising of the miserable victims, and that, before they could be subdued, a great number of them were killed by the master and crew. And if this information has not reached your Excellency, I hope to be permitted to suggest the necessity there is, that inquiry be ordered into that circumstance, with a view that justice may be done in so important a matter.

And I shall be much obliged if your Excellency will favour me with all the particulars which have become known, for the information of Her Majesty's Government.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 268.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, December 14, 1861.

I HAVE received your Honour's communication of 10th instant asking for the particulars of a landing of Bozals effected in the district of Camarioca, and of the capture of 150 of them on an estate by the Lieutenant-Governor of the jurisdiction.

The landing did take place, although, on the other hand, through the zeal of the authorities, the whole of the negroes imported fell into the hands of the Government, not as your Honour indicates, but in larger number, for there were 173 of them.

I must also inform your Honour that during the voyage of the slave-vessel, a mutiny arose against the captain and crew, in consequence of which they killed in self-defence 35 of the negroes, and afterwards threw them overboard.

Such are the facts as they appear by the judicial proceedings instituted, and the declarations with respect to the landing, and I say this to your Honour in answer to your communication referred to.

God preserve, &c.

(Signed) FRANCISCO SERRANO.

No. 269.

Consul-General Crawford to Earl Russell.—(Received January 29, 1862.)

My Lord,

Havana, December 21, 1861.

I HAVE the honour of laying before your Lordship a copy of correspondence which I have had with the Captain-General of Cuba respecting a very large landing of African negroes which was effected in the jurisdiction of Manzanillo some short time ago, and I regret to be obliged to state that the whole number, said to have been 750, it appears were safely introduced with the connivance of the local authorities, who, General Serrano

informed me to-day, verbally, have all been removed, the proofs against them not being sufficient to ensure their more signal degradation and punishment.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 269.

Consul-General Crawford to the Captain-General of Cuba.

Havana, December 11, 1861.

I HAVE received certain intelligence that a large cargo of Bozal negroes, consisting of 750 at the least, were safely landed in the district of Manzanillo, or in that neighbourhood, on or about the 19th ultimo, and I request the favour of your Excellency to give me the particulars of this extensive infraction of the law, and of the Treaty for suppression of the Slave Trade, for the information of Her Majesty's Government. I presume that this disembarkation is one of the two respecting which I had information from Puerto Principe, as being expected to arrive near Santa Cruz, and for whose safe introduction arrangements had been made with the local authorities.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 269.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, December 14, 1861.

IN answer to your Honour's communication of the 11th instant, denouncing the landing of 750 Bozals in the jurisdiction of Manzanillo, I have to state to you that, previous to your Honour's notice, I had received information of said disembarkation being projected, and I, therefore, gave the most stringent orders to the Governor of Cuba and the Lieutenant-Governor of the district, in order to prevent it, or to capture the entire adventure, together with its owners and accomplices.

I shall communicate the result which may be reported to me by said authorities of their investigations.

God preserve, &c.

(Signed) FRANCISCO SERRANO.

No. 270.

Earl Russell to Consul-General Crawford.

Sir,

Foreign Office, February 16, 1862.

WITH reference to your despatches of the 17th and 21st of December last, inclosing copies of your correspondence with the Captain-General of Cuba, relative to the landing of two cargoes of slaves in that island, I have to instruct you to keep me informed of the steps taken by the Spanish authorities for punishing parties implicated in these landings, and of the result of any proceedings instituted against them.

I am, &c.
(Signed) RUSSELL.

No. 271.

Consul-General Crawford to Earl Russell.—(Received March 3.)

(Extract.)

Havana, January 20, 1862.

I HAVE the honour of laying before your Lordship a copy of correspondence which I have had with the Captain-General of Cuba, respecting a landing of Bozals which was effected close to Trinidad in a most scandalous manner, with connivance of the Lieutenant-Governor, the Alcalde Mayor, and the Secretaries, civil and military, as well as the Capitan Pedaneo.

The whole public of Trinidad have been astonished that the owner of this expedition, consisting of 380 slaves, M. Zulueta, having been sent for, and having been brought to Havana under arrest, should have returned free to his house, and that the Lieutenant-Governor, Conde de Balmaseda, as well as all the others implicated, have retained their places; and there are not wanting those who insinuate that there has been influence used in a high quarter here, which has till now screened the guilty parties, and prevented their degradation and punishment.

Inclosure 1 in No. 271.

Consul-General Crawford to the Captain-General of Cuba.

Most Excellent Sir,

Havana, January 9, 1862.

I HAVE received positive information of a landing of 300 Bozal negroes (or upwards of that number), which took place at Trinidad on the first days of this month, to the great scandal of the inhabitants of that place, where the crew of the slaver vessel have been allowed to walk about the streets, and have boasted almost quite publicly of their success.

I understand that the place where these slaves were landed may be seen from the roof of the Governor's house, so near is it to the town of Trinidad; and I hasten to give your Excellency notice of this occurrence in order that a most scrupulous investigation may be ordered as to the connivance of the local authorities in so glaring an infraction of the law and of the existing Treaty.

And I consider it is of the most urgent and utmost importance that I should also state to your Excellency with regard to this expedition, that the number of Bozals embarked at the coast of Africa was much larger than the 300 and upwards, who were landed at Trinidad, but that a frightful mortality occurred on the voyage, occasioned by some dreadfully fatal and infectious disease, so that the Bozals who survived, and who have been landed at Trinidad, will in all probability have brought with them into the island the disease which prevailed on board the slaver, and which is known to have destroyed so many of the unfortunate negroes during the voyage from Africa to the shores of Cuba.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 271.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, January 9, 1862.

I HAVE just received your Honour's communication of this date, informing me of a disembarkation of upwards of 300 Bozal negroes at Trinidad, who had suffered from a contagious disease on board, and that the crew were walking about the streets boasting of their success.

On the spot I have issued such orders as I have thought opportune for the most active investigation and discovery of the acts, as well as for the proceedings required by law, of the results of which your Honour will in due time receive the corresponding information.

God preserve, &c.

(Signed) FRANCISCO SERRANO.

No. 272.

Consul-General Crawford to Earl Russell.—(Received March 3.)

My Lord,

Havana, January 21, 1862.

I HAVE the satisfaction of acquainting your Lordship that Her Catholic Majesty's steam-schooner "Conde de Venadita" has captured a slaver on the south side of Cuba, having on board 271 Bozals, which have been brought into Batabanó.

This expedition, although said to belong to M. Calvo, of this city, is no doubt one of the others arranged for with the authorities at Trinidad, as referred to in my previous despatch of yesterday's date.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 273.

Consul-General Crawford to Earl Russell.—(Received March 3.)

My Lord,

Havana, January 22, 1862.

WITH reference to my despatch of the 17th ultimo, respecting a landing of slaves which took place at Camarioca, and their capture by the local authorities, I regret to be obliged to state to your Lordship that said captured Bozals have been restored by the Royal Audiencia to Don Rafael Gomez de Villar, who claimed them, under the provisions of the 9th Article of the Penal Law, which operates as a complete protection to the slavers who succeed in getting Bozal negroes on to any property or estate, and consequently discourages the honest and well-meant efforts of Her Catholic Majesty's officers, who would otherwise capture nearly all the newly-introduced slaves, and it is of urgent importance that that Article of the Penal Law should be altered.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 274.

Consul-General Crawford to Earl Russell.—(Received March 18.)

My Lord,

Havana, February 15, 1862.

WITH reference to my despatch dated the 4th December last, in which I did myself the honour of reporting the circumstances under which the British flag "*Laura*" had cleared for St. Thomas, under a bond which I exacted from her owners that she should not be employed in the Slave Trade, I deemed it my duty to inform Mr. Consul Lamb, of St. Thomas, of my suspicions with regard to that vessel, requesting him to have a watchful eye on her movements. He lost no time in communicating with Captain Hillyar, of Her Majesty's ship "*Cadmus*," then at St. Thomas; and it appears the "*Laura*" took on board at that place more articles adapted for the Traffic.

I have now the honour of inclosing herewith to your Lordship a copy of a despatch which I have received from Consul Lamb, acquainting me of the "*Cadmus*" having captured the "*Laura*," and taken her to Antigua, where she has been libelled in the Admiralty Court, the articles found on board warranting the expectation of her condemnation, and that the crew would be placed on their trial for being engaged in the Slave Trade.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 274.

Consul Lamb to Consul-General Crawford.

Sir,

St. Thomas, January 29, 1862.

I HAVE the honour to inform you that the brig "*Laura*" sailed from this port on the 20th instant, and as arranged by me with Captain Hillyar, of Her Majesty's ship "*Cadmus*," that officer proceeded to sea immediately after her, and having put a crew on board, carried her into Antigua, where she now is.

Captain Hillyar addresses me that the nature of the cargo on board, including that from Havana, and that taken in here, will, he has no doubt, ensure her condemnation.

The vessel has been placed in the Admiralty Court, and the crew in prison, by the Crown, to await the fate of the vessel, and most likely their trial for piracy.

I have duly informed the Secretary of State of all that has been done in this matter.

I have, &c.

(Signed) R. B. LAMB.

Inclosure 2 in No. 274.

Consul-General Crawford to Consul Lamb.

Sir,

Havana, February 15, 1862.

I HAVE the pleasure of acknowledging the receipt of your despatches respecting the brig "*Laura*," which I deemed it my duty some time ago to bring under your notice, and I have the satisfaction of learning by your letter of the 29th ultimo now before me, that my suspicions were not unfounded, since they have resulted in the capture of that vessel by Her Majesty's steamer "*Cadmus*," and her probable condemnation at Antigua, where she was taken and libelled in the Admiralty Court, because of the articles suitable for carrying on the Slave Trade which were found on board her by Captain Hillyar at the time of her detention.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 275.

Consul-General Crawford to Earl Russell.—(Received March 18.)

My Lord,

Havana, February 18, 1862.

I BEG leave to acquaint your Lordship that the Spanish steamer "*No es de aqui*" has sailed from Matanzas under circumstances which give rise to the suspicion that she is to be, as it is said she has already been, engaged in the Slave Trade.

I communicated what I had heard of this vessel to the Vice-Consul, by telegram, and received his answer confirming the suspicions that had been given rise to, upon which I applied to the Captain-General, who at once, by telegram, ordered the "*No es de aqui*" to be searched, but she put out to sea without her having been subjected to any examination, cleared for Matamoros.

Afterwards, I received an anonymous letter to the effect that that steamer had been sold to General Miramon; that a considerable quantity of arms, &c., had been embarked on board her; and that she was gone to the coast of Mexico. I took that anonymous letter to the Captain-General, and showed it to him, upon which he informed me that the Governor of Matanzas had been with him the night previous, and had assured him the "*No es de aqui*" has gone to run the blockade for the purpose of obtaining a cargo of cotton, and return with it to Matanzas; but this version Mr. Vice-Consul d'Acosta informs me is totally without foundation, and that from the load of combustible and the quantity of water she took in, there is little doubt but that she was bound upon a long voyage, and that her destination is the coast of Africa, probably about Rio Congo.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 276.

Earl Russell to Consul-General Crawford.

Sir,

Foreign Office, March 24, 1862.

I HAVE received your despatch of the 21st January last, reporting the capture of a slaver on the south side of Cuba by the Spanish vessel of war "*Conde de Venadita*," having on board 271 slaves.

I have to instruct you to report to me whether any steps have been taken to punish the crew of the captured slave-vessel, and, if so, with what result.

I am, &c.

(Signed) RUSSELL.

No. 277.

Consul-General Crawford to Earl Russell.—(Received March 31.)

My Lord,

Havana, March 8, 1862.

THERE seems to be a revival of interest in expeditions to the slave-coast of Africa, and I have reason to believe that quite a number of vessels which have cleared in ballast from this and other ports in Cuba may have gone to be engaged in Slave Trade. Owing to the state of affairs in the United States, trade with that country has become stagnant. The

conviction and sentence of death which has been passed at New York upon Captain Gordon for having been engaged in the Slave Trade, and which we now learn has been carried into execution, will, doubtless, have its effect in deterring Americans from so freely exposing themselves to the consequences of a law which they had begun to persuade themselves was become a dead letter.

The Spaniards are, therefore, driven to resume the abominable Traffic themselves, or seek those of desperate fortunes who, on promises of high remuneration, are induced to run the risk. Portuguese slave-traders from the coast have come here, and are offering slaves deliverable at certain points so very cheap that they are hardly to be resisted, so great is the temptation. I am credibly informed that a choice lot of 800 is at this moment offered for 28,000 dollars, or 35 dollars each, and no doubt will be sold.

Add to this, the circumstance of the scandalous disembarkation which recently took place at Trinidad having been passed over by the supreme authority of the island, the Lieutenant-Governor, the Conde Valsameda, the Alcalde, and the Civil and Military Secretaries, all of whom were deeply implicated in the transaction, being allowed to retain their places, and your Lordship will easily understand that there are strong inducements for launching new expeditions, respecting which the greatest secrecy is observed.

But, notwithstanding, I am enabled to bring under your Lordship's notice:—

The American brig "*Huntress*," cleared 30th December for New York, in ballast, by Pertrusio.

Spanish brig "*Conde de Reus*," 136 tons, cleared 26th February for St. Thomas, by Canet and Garbalena.

American barque "*Oregon*," 309 tons, just dispatched from Nuevitas with rum for the Cape Verdes, by the agents of Lavandeira.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 278.

Consul-General Crawford to Earl Russell.—(Received April 28.)

My Lord,

Havana, April 3, 1862.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 15th February, in which, with reference to my despatches of the 17th and 21st of December last, relative to the landing of two cargoes of slaves in this island, your Lordship instructs me to keep you informed of the steps taken by the Spanish authorities for punishing parties implicated in these landings, and of the result of any proceedings instituted against them.

I have, in consequence, applied to the Captain-General for the necessary information respecting the parties who may have been implicated, and the result of any proceedings which may have been ordered.

As soon as I have received his Excellency's answer to my communication I shall not fail to report the same to your Lordship, as well as any other information which I may be able to collect on the subject.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 279.

Consul-General Crawford to Earl Russell.—(Received June 2.)

My Lord,

Havana, April 17, 1862.

I HAVE the honour of laying before your Lordship the copy of a correspondence which I have had with the Captain-General respecting a landing of slaves (600 in number) which I was informed had taken place in the Cardenas district with connivance of the authorities, but which information, I found upon investigation, was unfounded; so I lost no time in acquainting his Excellency of that result.

It appears that a cargo of slaves had been run at the Ensenada de los Cochinos, and as the greater proportion of them were brought to Navajas, a place on the line of rail-road leading to and bordering on Cardenas, from whence they were probably introduced into that district, the rumour was that they had been landed near the port of that name instead of elsewhere, as has now been ascertained.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 279.

*Consul-General Crawford to the Captain-General of Cuba.**Havana, April 4, 1862.*

IT is with much regret that I find myself obliged to denounce to your Excellency another infringement of the law and of the Treaty which I have been informed took place a few days ago in the district of Cardenas, where 600 Bozal negroes have been landed without any opposition on the part of the constituted authorities, and it has even been reported to me that these slaves have been introduced with connivance of some whose duty it would have been to capture the expedition, as well as the parties interested.

I request that your Excellency will let me know such particulars as may have transpired, for the information of Her Majesty's Government.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 279.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, April 8, 1862.

IMMEDIATELY on receipt of your Honour's denouncement of the 4th instant of a landing of 600 Bozals in the jurisdiction of Cardenas, the most active steps having been taken by my order to investigate the affair, nothing has been discovered to confirm it, as your Honour will perceive by the communication addressed to me by the Lieutenant-Governor of that district, and which says, to the letter, as follows:—

“Most Excellent Sir,—As I had the honour to inform your Excellency, by telegram this morning, the Captain of Guamutas proceeded to the coast to inquire into the landing denounced to your Excellency by Her Britannic Majesty's Consul, and he acquaints me in another report, which I have just received, that the said landing had not taken place, for on that coast, which was well watched, there reigned the most perfect tranquillity.

“The Captain of Camarioca has also written to me in the same sense for the second time, and I have reiterated to both Captains the order to continue their vigilance, reporting to me, as hitherto, everything that may occur.

“This result is in perfect harmony with that which the scrupulous inquiries made here have given me, and I regret, most excellent Sir, that the British Consul should have such an unfavourable idea of the zeal of the local authorities, who are honoured with your Excellency's superior confidence, as to persuade himself that it is possible for him to know from thence the landings verified in their jurisdictions, before they themselves know it, especially as on their being aware of such landings, they would, before anybody else, report the same to your Excellency.”

Which I state and transcribe to your Honour, in answer to your said denouncement, hoping that if you have other data, or more positive details of the truth of the fact, than those contained in your first official letter, you will communicate them to me without delay in order to proceed with them to further inquiries which may offer a more satisfactory result upon this matter.

God preserve, &c.

(Signed) FCO. SERRANO.

Inclosure 3 in No. 279.

*Consul-General Crawford to the Captain-General of Cuba.**Havana, April 16, 1862.*

WITH reference to your Excellency's letter to me of the 8th instant, in answer to my communication of the 4th, denouncing a landing of 600 Bozal negroes in the district of Cardenas, I have now the honour of acquainting your Excellency the result of the inquiry which I made on that subject, and I have great pleasure in stating that I am satisfied there was no landing of slaves in the Cardenas district, at the time mentioned in my letter.

But I have reason to think that some of the 600 who were landed at the Enseñada de

los Cochinos may have been brought across the island, as I learn the greatest part of that expedition came to Navajas and were disposed of for 33 ounces each; that they were Congos, and in bad condition.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 280.

Consul-General Crawford to Earl Russell.—(*Received June 2.*)

My Lord,

Havana, April 18, 1862.

I HAVE the honour of laying before your Lordship a copy of correspondence which I have had with the Captain-General, respecting the landings of Bozal negroes at Manzanillo and Trinidad, resulting from your Lordship's instruction to report the steps taken by the Spanish authorities for punishing the parties implicated in those infractions of the Law and of the Treaty.

Your Lordship will perceive that nothing has been discovered by the Commissioners appointed to investigate these cases. The parties who were implicated remain unpunished, and the local authorities, who were paid for their connivance, retain their places.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 280.

Consul-General Crawford to the Captain-General of Cuba.

Havana, March 29, 1862.

HAVING, in the performance of my duties, reported to the Right Honourable Earl Russell, Her Majesty's Principal Secretary of State for Foreign Affairs, the landings of slaves which took place some time ago at Manzanillo, Trinidad, &c., his Lordship has instructed me to keep him informed of the steps taken by the Spanish authorities for punishing parties implicated in these landings, and the result of any proceedings instituted against them.

I would respectfully request the favour of your Excellency for full information to enable me satisfactorily to acquaint Earl Russell with the result of the proceedings instituted by order of your Excellency in the cases referred to.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 280.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, April 8, 1862.

IN answer to your Honour's official communication of the 29th ultimo asking me for information respecting the measures taken by the authorities of the island to punish the parties concerned in the landings of Bozals which your Honour states were effected some time ago at Manzanillo and Trinidad, I have to state to you that, as regards the disembarkation at the first-mentioned place, it has not been able to prove, in all the proceedings which have been taking executively and judicially in consequence of the denouncement your Honour addressed to me at the time respecting it, that said disembarkation did take place.

The only thing which it has been possible to discover has been the introduction into the said district of Manzanillo of two gangs of negro slaves, who were taken there by their respective owners with their corresponding passes from the Jurisdictions of Tunas and Puerto Principe, and it was no doubt this circumstance which gave rise to the mistaken information given to your Honour in reporting to you an event which did not occur.

With regard to the landing in the jurisdiction of Trinidad at the beginning of this year, I must inform your Honour that however positive and worthy of credit may have appeared to you the private informations which you received at the time respecting it, and however much worthy of attention this Government may have found them, to order, as it

did forthwith, the investigations towards the discovery of the truth, all the appreciations of your Honour and all the beliefs of this Government have been dissipated by the result which appears by the proceedings and investigations practised in three different branches of the administration; for neither the Executive authorities, nor those of Marine, nor the Judicial, including the Royal Audiencia, have been able to discover anything to prove the landing at Trinidad. This is all I can state to your Honour in answer to your communication referred to.

God preserve, &c.

(Signed)

FCO. SERRANO.

No. 281.

Consul-General Crawford to Earl Russell.—(Received June 2.)

My Lord,

Havana, April 19, 1862.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General complaining of a disembarkation, consisting of 450 Bozal negroes, at the south side of this island in the early part of last month, and I accompany said copy with his Excellency's answer, duly translated, in which he states that there is reason to think my information correct; consequently orders had been given to endeavour to discover the negroes, and the author of their introduction. Up to this date, however, I have heard nothing further in the matter.

I have, &c.

(Signed)

JOS. T. CRAWFORD.

Inclosure 1 in No. 281.

Consul-General Crawford to the Captain-General of Cuba.

Havana, March 31, 1862.

I HAVE been credibly informed that a cargo of Bozal negroes, said to have been 450 in number, was landed on this island in the early part of this month, and that these slaves were brought to a place near the Jardinillos, from whence they were taken on board the coasting steamers that ply from Batabano to the adjacent coast, and landings to the westward of that place, where they were put on shore in the presence of my informant.

I request that your Excellency will be pleased to communicate to me what has occurred respecting this infraction of the law and of the Treaty, for the information of Her Majesty's Government.

I have, &c.

(Signed)

JOS. T. CRAWFORD.

Inclosure 2 in No. 281.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, April 8, 1862:

FROM the proceedings instituted in consequence of your Honour's denouncement of the 31st ultimo, respecting the landing of 450 Bozals at a place in the vicinity of the Jardinillos, in the jurisdiction of Cienfuegos, it already appears that a vessel has been discovered aground and burnt near the channel of Santa Teresa, which discovery furnishes sufficient reason to believe that the said landing has taken place. By my orders the most active inquiries are being made in order to discover the whereabouts of the negroes, and the authors of their introduction, with the object of rescuing the former from slavery, and of punishing the latter according to law and the existing Treaty.

I shall take care to advise your Honour duly of what may transpire in this matter, and I say all this in answer to your communication referred to.

God preserve, &c.

(Signed)

FCO. SERRANO.

No. 282.

Consul-General Crawford to Earl Russell.—(Received June 2.)

My Lord,

Havana, April 20, 1862.

HIS Excellency the Captain-General has addressed to me a communication respecting the disembarkation of Bozal negroes (consisting of about 600) at Ensenada de los Cochinos, a translation of which I have the honour of inclosing herewith to your Lordship.

The Capitan de Partido of Hanabana has been removed, and subjected to trial, and I learn from Mr. Vice-Consul Fowler, of Cienfuegos, that several people have been arrested who are accused of complicity in that transaction.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure in No. 282.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, April 8, 1862.

THE most active steps having been taken by my orders to investigate the landing of Bozals at the Ensenada de Cochinos, denounced to me in your Honour's official letter of the 4th instant, it appears, indeed, probable that said landing has been effected not in the jurisdiction of Guines, but in that of Cienfuegos, to which said Ensenada belongs, and it is to be believed, therefore, that this landing is the same as that which your Honour denounced as having taken place at the Jardinillos, the burnt hull of the vessel having been found, as I inform you in a separate letter of this date, and that, therefore, there have not been two landings as your Honour denounces separately, but only one, according to the result of the investigations instituted by the respective authorities. The executive and judicial proceedings, however, are being continued, in order to discover the truth in both cases, and in the meantime the Captain of the district of La Hanabana, in the jurisdiction of Colon, has been superseded and handed over to justice, as he is suspected of having abetted one of the landings which are being investigated.

All of which I state to your Honour in answer to your said communication, assuring you that the penalties prescribed by law shall be inflicted upon the outfitters, traders, and all those who may be discovered to be concerned in the crime to which I refer, and that I shall in due time inform you of the result of the ultimate investigations which are being carried on respecting this detestable affair.

God preserve, &c.

(Signed)

FCO. SERRANO.

No. 283.

Consul-General Crawford to Earl Russell.—(Received June 2.)

My Lord,

Havana, April 22, 1862.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 24th of March, in which, with reference to my despatch of the 21st of January, reporting the capture of a slaver having on board 271 Bozals, by the Spanish war-steamer "Conde de Venadita," your Lordship instructs me to report whether any steps have been taken to punish the crew of the captured slave-vessel, and if so, with what result.

In reply, I beg to state to your Lordship that I have not heard of any punishment being inflicted upon the crew of the slave-vessel alluded to; but I shall address myself to the Captain-General for information on the subject, and I shall not fail to acquaint your Lordship of the result.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 284.

Consul-General Crawford to Earl Russell.—(Received June 2.)

My Lord,

Havana, May 6, 1862.

I HAVE the honour of reporting to your Lordship that the Spanish schooners "Rosita," 107 tons, "Salvadora," 96 tons, and "Hermiona," 134 tons, have recently

sailed from this port, under clearance for St. Thomas and San Domingo, but it is suspected that their real destination is the coast of Africa.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 285.

Consul-General Crawford to Earl Russell.—(Received June 28.)

My Lord,

Havana, May 10, 1862.

WITH reference to your Lordship's despatch of the 24th of March, the receipt of which I did myself the honour of acknowledging in mine dated the 22nd ultimo, I have now to state to your Lordship that I have learnt from the Captain-General that the crew of the slaver captured by the Spanish war-steamer "Conde de Venadita," as mentioned in my despatch of the 21st of January, made their escape to shore in the boats of the slaver, and have not since been apprehended, so as to have been brought to punishment.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 286.

Acting Consul-General Crawford to Earl Russell.—(Received July 28.)

My Lord,

Havana, June 21, 1862.

I HAVE the honour of laying before your Lordship copy of a letter which I addressed to the Captain-General on the 16th instant, and also of his Excellency's answer, relative to the reported landing of 800 slaves from the screw-steamer "*Noc d'Aqui*," in the vicinity of the Isle of Pines, about the beginning of this month.

The first intelligence received here was that the landing had been effected near Trinidad, but, upon inquiry, Mr. Vice-Consul Smith reported that the arrangements which he understood had been made there having been upset by the marine authorities, the steamer had gone to the westward, and was stated to have landed her cargo near the Isle of Pines, which I have no doubt she did, as the system of bringing slaves to a place of rendezvous at some uninhabited cay, and of conveying them from thence in small coasting-craft to the estates on the mainland, is now generally resorted to.

The Captain-General states, however, that no such landing has been reported to him, and that since the middle of May he has issued orders to several of the Lieutenant-Governors to watch against anything of the sort. Unfortunately, experience has demonstrated what dependence is to be put upon the officers of this island; and the fact of what occurred at Matanzas with regard to the "*Noc d'Aqui*'s" equipment and departure from that port, and to which I refer in my letter to the Captain-General, is a fair criterion of the vigilance which is to be expected from the authorities in all matters affecting the Slave Trade.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 1 in No. 286.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, June 16, 1862.

IT having been reported to me that a steam-ship, said to be the "*Noc d'Aqui*," landed a cargo of Bozal negroes, upwards of 800 in number, on the south side of Cuba, probably at or near the Isle of Pines, about the beginning of this month, I request the favour of your Excellency to inform me whether any of the particulars have been discovered by the authorities, and whether any seizure of the negroes, or arrest of the parties who were interested in this adventure, has been made.

From the information I have received it appears that arrangements had been entered into for a disembarkation of this cargo in the district of Trinidad, but that, from the fact becoming known to the marine officers there, the destination of the vessel was changed to

the Isle of Pines or its neighbourhood, where we have seen so many cargoes of slaves successfully landed.

I would respectfully remind your Excellency of the suspicions which were verbally communicated to you by the Consul-General, last February, with regard to the "*Noc d'Aqui's*" destination, and which have now been unfortunately realized, inasmuch as that vessel did not go to Mexico, nor to any blockaded port of the so-called Confederate States, as your Excellency had been assured by the Governor of Matanzas.

I have, &c.

(Signed) JOHN V. CRAWFORD.

Inclosure 2 in No. 286.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.)

Havana, June 20, 1862.

IN answer to your Honour's official communication relative to the landing of 800 Bozal negroes, which it is supposed has been effected by the steamer "*Noc d'Aqui*," I have to state to you that, since the middle of last month, the Lieutenant-Governors of Cienfuegos, Cardenas, Colon, and the Isle of Pines were ordered to prevent or to capture said adventure, together with the outfitters and abettors of the expedition; and that all the authorities named, after having taken the most active steps to prevent the said landing, have answered that it has not taken place in any of their respective jurisdictions.

God preserve, &c.

(Signed) FCO. SERRANO.

No. 287.

Acting Consul-General Crawford to Earl Russell.—(Received July 28.)

My Lord,

Havana, July 2, 1862.

HER Catholic Majesty's steam gun-vessel "*Neptuno*" having brought into this port, on the evening of the 13th ultimo, a brigantine and a schooner, which it was reported had been seized at an outport in the act of fitting out for the Slave Trade, I applied to the Captain-General for information on the subject, and I have the honour of laying before your Lordship a copy of my letter, with his Excellency's answer, in which he promises to communicate to me the final result of the course which may be adopted by this Government with reference to these cases, but throws no light upon the circumstances attending the capture.

From private sources I have been able to learn that these vessels, the Spanish brig "*Deseo*," 136 tons, which was cleared on the 3rd instant in ballast, for La Guayra, by Mr. Pertusio (the same person who despatched the "*Laura*" some time ago), and the coasting schooner "*Margarita*," had proceeded to Cay Anguila, there to complete the fittings of the former vessel for the Slave Trade, and that upon the appearance of the "*Neptuno*" the crews abandoned their ships, which were taken possession of by the man-of-war, and were towed into this port, where they were at once put into the Court of Admiralty.

The pecuniary loss to the slave-traders in this instance is a matter of very little moment, but the fact of the seizure at Anguila, by a Spanish gun-boat, cannot fail to produce a very salutary effect on the minds of these unscrupulous people.

I have, &c.

(Signed) JOHN V. CRAWFORD.

Inclosure 1 in No. 287.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, June 16, 1862.

HER Catholic Majesty's gun-boat "*Neptuno*" having brought in a brig and schooner last Friday evening, which are reported to have been engaged in preparations for the Slave Trade, it would be very satisfactory for the British Government to be made acquainted with the circumstances of this seizure; and I therefore respectfully apply to your Excellency for information on the subject, assuring you that it will afford me very great

pleasure to report to Her Majesty's Government this fresh proof of your Excellency's desire to put an end to the detestable Traffic in Slaves.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure 2 in No. 287.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.)

Havana, June 20, 1862.

IN answer to your Honour's official letter, in which you ask this Government for information respecting the capture made by the Spanish war-steamer "Neptuno" of a schooner which was fitting out for the Slave Trade, I have to state to you that on the 12th instant I received a telegram from the Marine Department, informing me that said steamer "Neptuno" had arrived at this port, bringing in, not one, but two vessels which she captured at Cay Anguilla, where she found them abandoned and fitted for the Slave Trade. Up to this time I have not received any further details on the subject, and I await the judicial proceedings which the Marine authority must transmit to me with regard to this capture, in order to resolve what I may deem necessary, and I shall communicate to your Honour the final result of the resolution which may be come to by this Government.

God preserve, &c.

(Signed) FCO. SERRANO.

No. 288.

Acting Consul-General Crawford to Earl Russell.—(Received August 29.)

My Lord,

Havana, July 14, 1862.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General on the 21st ultimo, with reference to the landing of a cargo of 750 slaves, about ten days previous, in the jurisdiction of Bahia Honda, his Excellency not having answered me on the subject at least, up to this date.

I am enabled, however, to assure your Lordship that I have every reason to believe that my information is quite correct, as I have ascertained that the said cargo belonged to parties residing in this city, and that the negroes were sold at an average of 18 doubloons (306 dollars) each, at the hacienda of Buena Vista.

The fact of an American-built vessel, the barque "Virginia Ann," having been found off Bahia Honda by a United States' cruiser, and taken into Key West, empty, but with all the usual appearances of having just landed a cargo of Africans, shortly after the occurrence alluded to, leaves no doubt in my mind as to the truth of this landing, which must have been effected, as usual, with the connivance of the local authorities.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 288.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, June 21, 1862.

IT is my very disagreeable duty to be obliged to report to your Excellency that reliable intelligence has reached me that a cargo of 750 Bozal negroes was landed in the Partido de las Pozas, in the jurisdiction of Bahia Honda, on or about the 12th instant, the negroes having been taken to the estate of Hacienda de Buena Vista, which is near the La Mulata. I have no doubt that this infraction of the law and of the Treaty has been duly reported to your Excellency by the authorities of Bahia Honda; and I request the favour of your Excellency to acquaint me, for the information of Her Britannic Majesty's Government, what has been the result of any steps which may have been taken in consequence thereof.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 289.

Acting Consul-General Crawford to Earl Russell.—(Received August 29.)

My Lord,

Havana, July 15, 1862.

I HAVE the honour of transmitting herewith to your Lordship a copy of a letter which I considered it my duty to address to the Captain-General, relative to a cargo of 520 slaves, which was landed at Sierra Morena about the beginning of last month.

I have not yet been favoured with an answer from his Excellency, although there has been ample time for any investigation which may have been ordered with reference to this affair, and I am quite prepared for a denial of the occurrence, although it is very well known that 120 of the negroes were bought for the sugar-estate San Pedro, and were landed in lighters belonging to a M. Pequeño, who received a doubloon a-head for that service.

I have, &c.

(Signed)

JOHN V. CRAWFORD.

Inclosure in No. 289.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, June 21, 1862.

ACCORDING to information of a reliable nature which I have received, it appears that a landing of about 520 Bozal negroes was effected about a fortnight since in the vicinity of or at Sierra Morena, from a brig said to be Spanish-built, the adventure being chiefly owned by parties residing at Cardenas.

I shall be most happy to hear from your Excellency what information may have reached you with regard to this affair; and it would be most pleasing to me to be able to report to Her Britannic Majesty's Government that the adventure had been captured, and that the parties interested in it have been arrested.

I have, &c.

(Signed)

JOHN V. CRAWFORD.

No. 290.

Acting Consul-General Crawford to Earl Russell.—(Received August 29.)

My Lord,

Havana, August 4, 1862.

I HAVE the honour of transmitting, herewith, to your Lordship a copy of a letter which I addressed to the Captain-General on the 14th ultimo, denouncing the landing of a cargo of 700 slaves at Cayo Coco, in the jurisdiction of Puerto Principe.

The Captain-General has not yet favoured me with an answer, but I have been informed that his Excellency having sent orders by telegram to Puerto Principe, the Alcalde Mayor Villanueva set out for Yayabacoa twenty-four hours afterwards; an agent of his, Don Fernando Betancourt, being hurried off in the interval to treat with Don Antonio Guzman, the holder of the negroes, exacting from him 25,000 dollars for the Alcalde, and 12,000 dollars for the Fiscal Morales, so that these officers returned to Puerto Principe without having been able to discover anything.

Messengers were also sent to Cay Romano, Point Lucretia, and other outposts, to change the signals for the other vessel which is expected, and which is no doubt the barque "*Oregon*," which was cleared at Nuevitas for the coast of Africa, on the 2nd of March last.

I have, &c.

(Signed)

JOHN V. CRAWFORD.

Inclosure in No. 290.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, July 14, 1862.

IT has come to my knowledge that a landing of about 700 Bozals was effected a short time since at Cayo Coco, in the jurisdiction of Puerto Principe. It appears that the vessel

was barque-rigged; that she took a pilot at either Punta Lucretia, Punta de Ganado, or at Punta de Maternillo, at all of which places look-outs had been stationed; and that after landing her cargo at Cayo Coco, she was taken out to sea and set fire to.

The negroes were hidden at Cayo Coco and at Cayo Toro, being then taken to Yayabacoa, and were kept at El Sarzal, San Juan de Dios, and Las Mercedes; the clothing and other necessities for the adventure having been in readiness at San Juan de Dios, or some other estate under the management of a certain Don Antonio Guzman; and it is reported that preparations had been made to pass them into the district of Moron, and the jurisdiction of Remedios.

I am informed that there was no impediment whatever to the introduction of this cargo, and that the same parties are expecting another vessel to arrive at any moment.

I hasten to lay this information before your Excellency in the hope that all those who may have been concerned in this flagrant violation of the law will be severely punished; and I have, &c.

(Signed) JOHN V. CRAWFORD.

No. 291.

Acting Consul-General Crawford to Earl Russell.—(Received August 29.)

(Extract.)

Havana, August 4, 1862.

A CARGO of about 400 negroes having been landed about a fortnight ago at Jaimanita, a place not quite ten miles to the westward of this port, I considered it my duty to address the Captain-General upon the subject, as per copy which I have the honour of transmitting to your Lordship, in terms more forcible than usual.

The negroes have not been taken from the parties who imported them, nor have they been sent to the *Depôt of Emancipados*.

My despatches by this packet report the landing of no less than 2,370 slaves. How many more may have been introduced into the island during the last two months has not transpired; but certain it is, that the Slave Trade is still carried on with impunity, and that there appears to be no inclination on the part of Spain to put an end to it.

Inclosure in No. 291.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, July 31, 1862.

IT being quite public and notorious that a large cargo of Bozal negroes was quite recently landed near Jaimanita, not far from Marianao, and that said negroes were captured by the Chief of Police of this city, at the estate Toledo, I beg leave most respectfully to request the favour of your Excellency to furnish me, for the information of Her Britannic Majesty's Government, with such details of the occurrence as may have been discovered; and I sincerely trust that not only will the negroes be declared free, but that all the parties who are interested in this most audacious and shameful breach of the law and of the Treaty for the suppression of the Slave Trade, will be unfinchingly brought to justice, and punished in such a manner as to prove to those who are engaged in this iniquitous Traffic that Spain is in earnest in wishing to put an end to a Trade which has been declared to be at once the most detestable and most demoralizing which exists.

I have, &c.

(Signed.) JOHN V. CRAWFORD.

No. 292.

Acting Consul-General Crawford to Earl Russell.—(Received September 29.)

(Extract.)

Havana, September 4, 1862.

I HAVE the honour of reporting to your Lordship that I received information on the 21st ultimo, acquainting me that a screw-steamer was signalled to windward at that port on the 11th, and that she passed to the westward without hoisting her colours, a report being at the same time in circulation that a landing of slaves had been safely effected on the coast, near Point Berracos, about twenty-four miles to the eastward.

My informant states, however, that he had been unable to procure any positive information on which to base an official communication to the Governor of the Eastern Department, and I regret that my own inquiries have been also unsuccessful, although about the first week in August it was quite currently rumoured that a screw-steamer had arrived with 1,400 negroes, and that the cargo had been safely landed.

I am inclined to think that the steamer called at Punta Berracos for instructions only, although she may possibly have landed a part of her cargo there; and that she proceeded to a rendezvous either at the Doce Leguas, or at the Jardinillos Cays, where the negroes were transferred to coasting-vessels, and taken to different places in the island, which is the common practice now, so as to prevent discovery.

I have not been able to obtain sufficient data upon which to address the Captain-General on the subject; but I am, nevertheless, convinced that this large adventure has actually arrived in safety.

The "*Noc Daqui*," after delivering her negroes to coasting-craft in June last, proceeded to the coast of Honduras, where I understand she refitted, and has sailed again for the coast of Africa.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 293.

Acting Consul-General Crawford to Earl Russell.—(Received October 20.)

My Lord, Havana, September 23, 1862.
I HAVE the honour of reporting to your Lordship that the American-built brigantine "*Laura*," 156 tons, which arrived on the 1st instant, in ballast, from Vera Cruz, has been sold to a Portuguese slave-trader, and was cleared yesterday for San Thomé, as the Portuguese brigantine "*Laura*," Lucas, master, with a cargo stated to consist of 16 boxes sugar, 8 arrobas coffee, and 40,000 cigars. I have no doubt, however, that this vessel is intended for the Slave Trade.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 294.

Acting Consul-General Crawford to Earl Russell.—(Received October 20.)

My Lord, Havana, September 25, 1862.
I HAVE the honour of reporting to your Lordship that a Baltimore-built brigantine called the "*Venus*," which came to this port under a provisional certificate of British registry, granted on the 25th February, 1861, at New Orleans, was sold on the 16th instant to a Portuguese of the name of Da Costa, and I am therefore apprehensive that she will be employed in the Slave Trade.

The "*Venus*" was formerly called the "*Union*," and is 140 tons American measurement. She arrived here on the 14th of June, 1861, and has been in this harbour since that date. She has a square stern, no gallery, has a billet-head, and has a house on deck.

I have not been able to ascertain under what flag she will be placed, but I shall watch her movements and duly report her sailing to your Lordship.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 295.

Acting Consul-General Crawford to Earl Russell.—(Received November 28.)

My Lord, Havana, October 20, 1862.
THE Portuguese brigantine "*Laura*," which I had the honour of reporting to your Lordship in my despatch of the 23rd ultimo, as having cleared for San Thomé, was detained here by the authorities on the 15th instant, on suspicion of being fitted out for
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the Slave Trade, and was subjected to a rigorous search, but as nothing was found to criminate the vessel, she was permitted to proceed upon her voyage.

I have no doubt whatever that the "*Laura*" is intended for the Slave Trade, and I hope that our cruisers on the coast of Africa will keep a strict watch over her movements.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 296.

Acting Consul-General Crawford to Earl Russell.—(Received November 28.)

(Extract.)

Havana, October 30, 1862.

A REPORT having reached me that a cargo of negroes had been landed on the 2nd instant in the district of Trinidad, I immediately waited upon the Captain-General to inform him thereof; but as his Excellency appeared to doubt it, not having received any information on the subject from any of his own officers, I considered it prudent to satisfy myself of the fact before writing to him respecting it.

Having received such details as to do away with any doubt as to the truth of the landing having actually taken place, I again had an interview with his Excellency, and delivered to him the official communication of which I have the honour of transmitting a copy herewith to your Lordship.

I informed his Excellency that the adventure consisted of at least 490 slaves, that they had been sold publicly at the estate Manaca Armenteros, and that the whole affair had been conducted in the most scandalous manner, and with the connivance of the authorities.

I furnished his Excellency with a list of the purchasers of 180 of the negroes, and also with a Memorandum of the distribution of the hush-money which it was reported had been paid upon the occasion, by which it appears that the Lieutenant-Governor received 34,000 dollars, the Alcalde Mayor 17,000 dollars, the Commandant of Marine 8,000 dollars, the District Police Officer, Don Geronino Hermoso, 2,000 dollars, &c.; and I urged his Excellency to deal summarily with all the parties concerned, without waiting for legal proofs, which experience has shown can never be obtained in cases of slave-trading.

The Captain-General stated frankly that he was convinced, from private information, which he had also received, that the landing had been effected; that he felt disposed to make an example of the officers who had so shamefully betrayed their trust, and to punish the other parties who were interested in the adventure, but that he could do nothing without legal proof, which he was aware could not be obtained.

His Excellency stated that such a state of things could not exist if the Spanish Government would declare the Slave Trade to be piracy, a step which he had repeatedly urged them to take, and to promulgate at the same time a stringent penal law, which should be untrammelled in its operation.

His Excellency stated further, that he had requested his Government to provide an adequate number of suitable vessels of war to cruise in the waters of Cuba for the prevention of the Slave Trade, as he considered it to be the duty of Spain to perform that service herself, instead of leaving it to foreign nations.

Inclosure in No. 296.

Acting Consul-General Crawford to the Captain-General of Cuba.

Havana, October 27, 1862.

I HAD the honour of verbally informing your Excellency on the 13th instant that a cargo of Bozal negroes had been landed about the 6th instant at Macio Bay, near Trinidad, and that they were being sold quite publicly at the Ingenio Manaca Armenteros, belonging to Don Antonio Fonts.

I regret that I am now compelled, in the performance of my duty, to acquaint your Excellency that there cannot be any doubt whatever on the subject, and that it is currently reported that both the Lieutenant-Governor and the Alcalde were not only cognizant of the fact, but that they accepted large bribes as the price of their acquiescence, and at the expense of their honour.

The adventure consisted of 490 Bozals—at least that was the number sold on the

estate above mentioned. They were conveyed there from Macio by Don Pedro Choperena, partner of Don Salvador Zulueta, to whom the expedition belonged, and by the Teniente de Partido of Casilda.

I have also to acquaint your Excellency that I am credibly informed that all the arrangements have been made for the landing of another cargo of Africans in the same jurisdiction.

I sincerely trust that your Excellency will punish all the parties implicated in these shameful transactions, and that they will be summarily dealt with, without waiting for proofs, which, as your Excellency is well aware, are most difficult, if not impossible, to obtain in such cases.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 297.

Acting Consul-General Crawford to Earl Russell.—(Received November 28.)

My Lord,

Havana, October 31, 1862.

WITH reference to my despatch of the 25th ultimo, I have now the honour of reporting to your Lordship that the brigantine "Venus," Pinto master, cleared for San Paulo de Loanda on the 28th instant, and sailed yesterday under Portuguese colours with an assorted cargo of merchandise.

I have, &c.
(Signed) JOHN V. CRAWFORD.

No. 298.

Acting Consul-General Crawford to Earl Russell.—(Received November 28.)

My Lord,

Havana, November 5, 1862.

IT is with great satisfaction that I have the honour of laying before your Lordship the inclosed translation of a letter which I have just received from General Serrano, in answer to my communication of the 27th ultimo relative to the recent landing of slaves near Trinidad.

His Excellency being convinced of the correctness of my representations has waived the necessity of waiting for legal proof on this occasion, and has dismissed the Lieutenant-Governor of Trinidad, and the Lieutenant of Police of Casilda, and he has brought the conduct of the Commandante of Marine and the chief Alcalde of Trinidad under the notice of their respective Chiefs with a view, no doubt, to their removal or punishment.

The justness of my appreciation of General Serrano's high sense of honour has thus been fully borne out, and it is only to be regretted that his Excellency had not acted as energetically from the moment he assumed the government of Cuba, as he has now done upon the eve of quitting it.

Unfortunately the good intentions of the Captain-General must stop with the dismissal of these unworthy officers. He cannot subject them to trial in the absence of proofs, and thus the ends of justice are defeated, as the mere loss of their situations is of very little moment to them so long as they can retire with their ill-gotten wealth, as so many have done before them.

I have, &c.
(Signed) JOHN V. CRAWFORD.

Inclosure in No. 298.

The Captain-General of Cuba to Acting Consul-General Crawford.

(Translation.)

Havana, November 4, 1862.

IN answer to your Honour's official letter of the 27th October, in which you ratify officially the verbal information which you gave me relative to a landing of Bozals which had taken place at Macio Bay in the jurisdiction of Trinidad, about the 6th ultimo, I beg leave to acquaint your Honour that Don Hipolito Adriaensens, the Lieutenant-Governor, and Don Geronimo Hermoso, Lieutenant of Police of Casilda, have been removed from their

respective posts by a decree of this day's date, and the necessary communications have been addressed to his Excellency the Admiral of the station, and to the President of the Supreme Court, respecting the Commandant of Marine and the Chief Alcalde of said jurisdiction.

Nothing absolutely appears of an official character against the officers alluded to, but the strong suspicions which I have, and my desire to show that they alone suffice in slave-trading matters for me to act with inexorable energy, have prompted me to order these removals, all of which I shall report to Her Majesty by the earliest opportunity.

God preserve, &c.

(Signed) F. SERRANO.

No. 299.

Mr. Layard to Acting Consul-General Crawford.

Sir,

Foreign Office, December 31, 1862.

I AM directed by Earl Russell to transmit to you the accompanying extract of a despatch from Her Majesty's Consul at Lagos,* reporting the shipment, on the morning of the 20th of October last, from Aghwey of a cargo of 1,000 slaves on board a steamer under French colours.

As there can be no question that these slaves were destined for the Cuban market, I am to desire that you will use your best endeavours to ascertain the name of the vessel, and any other particulars which may tend to throw light on this slave-trading transaction, and the parties engaged in it.

I am, &c.

(Signed) A. H. LAYARD.

* No. 35.

SPAIN. (*Consular*)—*Porto Rico*.

No. 300.

Earl Russell to Consul Cowper.

Sir,

Foreign Office, July 25, 1862.

I TRANSMIT to you herewith a copy of a despatch from Her Majesty's Commissioners at Loanda,* reporting the capture on the 27th of March last, by Her Majesty's ship "Griffon," of a barque fully equipped for the Slave Trade, which, according to the statement of some of the crew, was destined to land her slaves in the Island of Puerto Rico.

As the importation of slaves into that island would appear to be a new feature in the Slave Trade, I have to desire that you will inform the Captain-General of the capture of the barque in question, and of the report that her cargo was destined to be landed in Porto Rico, in order that the authorities may be placed on their guard against attempts that may be made by the slave-traders to carry out their designs in this quarter.

I am, &c.

(Signed) RUSSELL.

No. 301.

Consul Cowper to Earl Russell.—(Received July 28.)

My Lord,

Porto Rico, July 13, 1862.

I HAVE the honour to inform your Lordship that no attempt at African Slave Trade has been made in this island during the past quarter.

I have, &c.

(Signed) H. AUGUSTUS COWPER.

No. 302.

Consul Cowper to Earl Russell.—(Received September 15.)

My Lord,

Porto Rico, August 20, 1862

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 25th ultimo, relating to the capture of two vessels engaged in the Slave Trade by Her Majesty's schooner "Griffon," whose destination was reported to be the Island of Puerto Rico.

In obedience to your Lordship's instructions I immediately waited upon the Captain-General, and placed him in possession of the facts. His Excellency assured me that no Slave Trade should be carried on successfully during his tenure of the Government; he stated that he was not only an enemy to the Traffic, but to the institution of slavery; and that if any one were to assert before him that Cuba and Puerto Rico could not prosper without it, he would tell them that they were utterly mistaken. He intended the available labour of the country to be made use of by the strictest laws against idleness, and that he saw no objection to enforcing the labour of the free, when it was certain that the poor man who did not work, must, of necessity, become a thief; and he added that the labour of every man who could work being thus secured, there would be no necessity for slavery.

With regard to the present case, his Excellency said that if I could discover the merchants or others engaged in this speculation, he would deal with them in a summary manner.

I have addressed a circular to the Vice-Consuls, desiring them to be upon the alert. Trusting that I have carried out your Lordship's instructions in a manner to merit your approbation, I have, &c.

(Signed) H. AUGUSTUS COWPER.

No. 303.

Earl Russell to Consul Cowper.

Sir,

Foreign Office, September 25, 1862.

I HAVE received your despatch of the 20th ultimo, reporting the result of your conversation with the Captain-General of Puerto Rico, upon the subject of the Slave Trade in that Island, and I have to convey to you my approval of the steps which you have taken to carry out the instructions contained in my despatch of the 25th of July last.

I am, &c.

(Signed) RUSSELL.

SPAIN (Consular)—*St. Jago de Cuba.*

No. 304.

Vice-Consul Beattie to Earl Russell.—(Received November 28.)

My Lord,

St. Jago de Cuba, September 31, 1862.

I HAVE the honour to transmit herewith, for your Lordship's perusal, copy of a despatch which I have this day addressed to the senior officer in command of Her Majesty's naval forces, Port Royal, regarding the expected arrival from the coast of Africa (second voyage) of a barque with a cargo of slaves, to be landed in this province between Guantanamo and Cape Cruz.

I have, &c.

(Signed) RIC. HUDSON BEATTIE.

Inclosure in No. 304.

Vice-Consul Beattie to the Senior Naval Officer, Port Royal.

Sir,

St. Jago de Cuba, October 31, 1862.

I HAVE the honour to report, for your information, the movements of a barque engaged in the African Slave Trade, the same which already, when named the "*Fleet Eagle*" of Boston, and under American colours, landed a cargo of negroes on the south coast of this province, in the district of Manzanillo, in November last.

From this island she proceeded to Curaçoa, where she was put under the Dutch flag, and on 8th April last entered this port as the barque "*Jane*," with a cargo of salt, after the discharge of which she was chartering to load sugars for Havre.

Circumstances which then came under my notice caused me to suspect that the owners of the vessel (resident here) contemplated a second illegal voyage, and I communicated my suspicions to Her Majesty's Consul-General.

I have lately learned that the same barque was to sail in October from Rotterdam to the African coast, to take in a cargo of slaves for some point between Guantanamo and Cape Cruz, in this island, for owner's account. She is reported to be now under the French flag, and has probably again changed her name.

am, &c.

(Signed) RIC. HUDSON BEATTIE.

TURKEY.

No. 305.

Earl Russell to Sir H. Bulwer.

Sir, *Foreign Office, February 20, 1862.*

I TRANSMIT to your Excellency herewith copies of a despatch and its inclosures from the Government of Bombay, which have been communicated to me by the Secretary of State for India, relative to the Slave Trade which is carried on from the Turkish ports in the Red Sea.

I also transmit copies of a despatch and its inclosure on the same subject from Her Majesty's Agent and Consul-General at Alexandria, and I have to instruct your Excellency to call the attention of the Turkish Government to this Traffic in Slaves, which, it would appear, still continues to be carried on from Turkish ports in violation of the orders of the Porte.

I am, &c.
(Signed) RUSSELL.

Inclosure 1 in No. 305.

The Governor of Bombay in Council to the Secretary of State for India in Council.

(Extract.)

December 27, 1861.

WITH reference to our despatch in this Department, dated 12th ultimo, we do ourselves the honour to forward copy of a letter, with inclosures, from Mr. G. E. Stanley, Her Majesty's Consul and British Agent at Jeddah, dated the 8th October last, relative to the measures adopted by him for liberating certain Abyssinian slaves, and we would respectfully draw attention to the facts disclosed in this correspondence.

2. We have also the honour to forward copy of a letter from the Acting Political Resident at Aden, dated the 16th ultimo, inclosing copy of a communication to the senior naval officer at that station from the officer commanding Her Majesty's schooner "Mahi," in which he reports his fruitless endeavours to liberate certain slaves at Massowah.

Inclosure 2 in No. 305.

Consul Stanley to the Secretary to the Bombay Government.

(Extract.)

Jeddah, October 8, 1861.

I HAVE the honour to forward herewith copies of two letters addressed by me to the Pasha of Jeddah, in consequence of a letter to me from Mr. Barroni, Her Majesty's Acting Consul at Massowah, of which an extract is given in my first letter to the Pasha. I also send translations of the Pasha's letters in reply, which appear satisfactory, though I do not believe his statement that all possible means have been used to find these eleven slaves.

The owner of the buggalow has never been questioned, and is still at Massowah.

Perteb Effendi certainly arrived to-day. As to the Traffic in Slaves, it is said that nearly as many enter Jeddah as formerly, not directly by sea, but landed along the coast. I can hardly believe this, though certainly the price of slaves continues the same.

As this Government either cannot or will not put a stop to it, and if, as I presume is the case, it is desired that this commerce should cease, the only effectual means appears

to me that there should be a cruizer continually in this sea, and as a very large number of slaves is annually exported from the west coast of this sea, a great blow to Mahometan slavery would thereby be struck, and one which could easily be effected by one small war-steamer.

Inclosure 3 in No. 305.

Acting Consul Barroni to Consul Stanley.

(Extract.)

Massowah, September 6, 1861.

THE refusal of the Turkish authorities at Jeddah to give you up the eleven slaves mentioned in your letter of the 1st May has determined King Theodore to take those steps which I mentioned to you in my letter dated the 21st June; and since you have informed the Turkish authorities of his intentions, the responsibility for what may ensue will be on them.

Inclosure 4 in No. 305.

Acting Consul Monge to Ali Pasha.

Sir,

Jeddah, September 25, 1862.

I SEND your Excellency a copy of a letter to the address of Perteb Effendi, Kaimakam of Massowah, now at Mecca, and to whom I have sent the original. It appears from it that the men who had taken these Abyssinians as slaves had actually, after they had been liberated, taken them again by force from the house of the Acting British Consul at Massowah.

I beg that your Excellency will inquire into this, and will take measures for protecting the Consuls at Massowah in the execution of their duties, and will also order the authorities at Massowah to use their utmost endeavours to find and to send over to Jeddah the men who have dared to do this.

I hope also that Perteb Effendi will speedily return to Massowah, since it appears that his substitute, Suleyman Agha, is a most incapable man, not to use a more severe expression. I hope also that your Excellency will order that all these affairs, of which Mr. Barroni writes in his letter to Perteb Effendi, be scrupulously examined into.

(Signed) L. MONGE.

Inclosure 5 in No. 305.

Ali Pasha to Acting Consul Monge.

(Translation.)

Tarif, 29 Rabi-er-rebi, 1278.

I HAVE received your letter relative to the eleven Abyssinians who have been brought from Massowah to Jeddah, and whom the Kaimakam has endeavoured to find, but as yet fruitlessly; and you tell me that it has been decided to take in revenge eleven Mussulmans in the place of these eleven, and also that the Trade in Slaves still exists at Massowah, and that it is necessary to put a stop to it. You know well, without my repeating it, that we have done our utmost to find these eleven persons, and to send them back to their own country, and we have not failed to do what was fitting with the people who brought them over, and you find us still endeavouring to put a stop to this trade, since the Traffic in Slaves is forbidden by the Sublime Porte, and it is very necessary to put a stop to it.

Finally, as I tell you in another letter sent to-day, the Kaimakam of Massowah has already left this place for his post: we have also written to him a copy of your letter, and have instructed him to carry out the will of the Sublime Porte.

Please God nothing will arrive contrary to the wish of the Sublime Porte.

I salute you.

(Signed) ALI PASHA.

[Inclosure 6 in No. 305.]

Ali Pasha to Acting Consul Monge.

(Translation.)

Tarif, 29 Rabi Evvel, 1278.

I HAVE received your letter, with the copy of the letter of the Acting Consul at Massowah to Perteb Effendi, Kaimakam of Massowah, with the other letter addressed to you, and have understood their contents relating to the persons who have taken the Abyssinians from the Consul's house, and you desire that I should speak to the said Kaimakam about slavery and about his immediate return to Massowah.

The said Kaimakam, his health being re-established, left yesterday for Mecca with the intention of returning to Massowah.

I have ordered him to take the necessary measures as regards these persons according to the will of the Sublime Porte, and you know well that on his arrival at Massowah he will vigorously put into execution all the means in his power for the proper settlement of this question.

(Signed)

ALI PASHA.

Inclosure 7 in No. 305.

The Acting Secretary to the Bombay Government to Consul Stanley.

Sir,

Bombay Castle, November 29, 1861.

I AM directed by his Excellency the Governor in Council to acknowledge the receipt of your letter (with accompaniment), dated the 8th ultimo, relative to the measures adopted for liberating certain Abyssinian slaves.

2. In reply, I am desired to state that your proceedings in this matter are approved by Government, and that the attention of Her Majesty's Secretary of State for India will be drawn to the facts disclosed by you.

I have, &c.

(Signed)

A. KINLOCH FORBES.

Inclosure 8 in No. 305.

The Acting Political Resident at Aden to the Acting Secretary to the Bombay Government.

(Extract.)

November 16, 1861.

HER Majesty's schooner "Mahi" returned to Aden yesterday, having been detained by contrary winds for a considerable time in the lower part of the Red Sea.

I attach copy of a letter to the senior naval officer from the officer commanding Her Majesty's ship "Mahi," detailing the fruitless endeavour made by him, at Mr. Barroni's request, to induce the Governor to surrender certain slaves who had been liberated by Mr. Barroni, and subsequently lodged with some of the people of Massowah.

It may be competent for Consular Officers to insist on Christian slaves being liberated and sent back to their own country, but I am in doubt whether we can demand their being made over to a British man-of-war.

I should be glad to have the opinion of Government on this point for my guidance in the present and future similar cases.

Inclosure 9 in No. 305.

Lieutenant Fendall, I.N., to Commander Cruttenden, I.N.

(Extract.)

"Mahi," Mocha, November 1, 1861.

I HAVE the honour to report that, in compliance with your orders, I left Aden in Her Majesty's ship "Mahi," Indian Navy, under my command, on the 27th September, and proceeded to Hodeidah, arriving there on the 2nd October.

I left Hodeidah the same day, and proceeded to Massowah, arriving there on the 5th. Mr. Barroni, the Acting Consul, informed me that he had 5 female slaves in his hands, but that he had already made arrangements for sending them back to their own country; also that there were 3 slaves in the hands of some merchants in the town, but that he had

not hitherto been able to persuade the officiating Governor to give them up to him. He therefore requested that I would call on the Governor, and request that they might be sent on board the "Mahi" for passage to Aden, there being no means of sending them back to their country. I accordingly had an interview with the Governor the following day, when he stated that he had doubts about their being slaves, and that it was his intention to send them back to their own country; but as Mr. Barroni had already assured me that they were slaves; and that it would be impossible to send them back to their own country, I again requested that they might be given up. After making several petty objections—the principal of which was, that he was afraid that the people of the town might do Mr. Barroni some injury if they were given up, but which objection Mr. Barroni at once overruled—he promised that they should be given up to me on the next day but one.

On the evening of the 8th I was informed by Mr. Barroni that the Governor had intimated to him that it was not his intention to give the slaves up. I therefore had another interview with him, when he informed me that he had not the power to give them up without the authority of the Pasha, who was at Jeddah. Finding that he was deaf to all arguments, I formally demanded that they should be given up to me, which demand was formally refused. There being nothing more to detain me at Massowah, and having received Mr. Barroni's despatches, I left Massowah on the morning of the 9th ultimo to return to Aden.

Inclosure 10 in No. 305.

The Acting Secretary to the Bombay Government to the Acting Political Resident at Aden.

(Extract.)

Bombay Castle, December 12, 1861.

I AM directed by the Honourable the Governor in Council to acknowledge the receipt of your letter dated the 16th ultimo, reporting the return to Aden of Her Majesty's schooner "Mahi," submitting a communication from the Commander of that vessel, in which it is stated that his demand for the restoration of slaves has not been complied with by the Turkish authorities at Massowah, and requesting instructions for future guidance with reference to the delivery of slaves from a Turkish province.

In reply, I am instructed to inform you that the attention of Her Majesty's Government has recently been drawn to the unsatisfactory state of our relations with the Ottoman Government in respect to the Slave Trade.

Inclosure 11 in No. 305.

Acting Consul Monge to Ali Pasha.

Sir,

Jeddah, September 25, 1861.

YOUR Excellency will remember that some months ago the British Consul at Jeddah demanded the Kaimakam to restore to liberty eleven Abyssinians who had been brought as slaves from Massowah to this country.

The Kaimakam acknowledged the truth of this, but could not find these people, which the British Consul has always considered extraordinary, and of which he has not failed to inform his Government; the more so, as there are now proofs that one of these slaves was, during these demands, in a house at Jeddah,—a fact well known to many.

Since then the British Consul informed the Kaimakam that Theodore, King of Abyssinia, had declared that if these slaves, his subjects, were not sent back to Massowah, he would take a Mussulman for each one of these eleven, and would, moreover, cause an estimate to be made of the number of his subjects who had been stolen of late years, and would take an equal number of Mussulmans.

I send your Excellency some lines copied from a letter that the British Consul has just received from the Acting British Consul at Massowah, from which your Excellency will see that King Theodore appears determined to put in execution his intention.

I therefore seriously beg that your Excellency, in order to avert the regrettable occurrences that may otherwise ensue, will give the strictest orders to put a stop to all Traffic in Slaves at Massowah—a trade which the Acting Consul there assures me is still very active; and to inform me in writing of these orders, so that I may inform the Consul at Massowah of them, and that he may communicate them to King Theodore.

(Signed)

L. MONGE.

No. 306.

Sir H. Bulwer to Earl Russell.—(Received March 29.)

My Lord,

Constantinople, March 14, 1862.

I HAVE the honour to transmit herewith a copy of a note which I have addressed to the Sublime Porte, calling its serious attention to the continued prevalence of the Slave Trade in the Red Sea, as pointed out in your Lordship's despatches of the 20th and 22nd ultimo.

I have, &c.

For Sir H. Bulwer,
(Signed) E. M. ERSKINE.

Inclosures in No. 306.

Sir H. Bulwer to Aali Pasha.

Sir,

Constantinople, March 14, 1862.

BY accounts recently received from the British Consular Agents in the Red Sea, Her Majesty's Government have learnt with regret that in violation of the orders of the Sublime Porte, the Slave Trade continues, as heretofore, to be carried on for Turkish ports.

Her Majesty's Consul at Jeddah has repeatedly called the attention of the local authorities to the prevalence of this odious Traffic, and has specified instances in which slaves shipped at Massowah were landed near Jeddah, and notoriously disposed of in that town.

He likewise informed the Governor of Jeddah that Theodore, King of Abyssinia, had declared that if eleven slaves, his subjects, were not sent back to Massowah, he would take a Mussulman for each of the eleven slaves carried off, and would cause an estimate to be made of the number of his subjects who had been stolen of late years, and would retaliate by taking an equal number of Mussulmans.

Indeed, so little concealment is there with respect to the existence of the Slave Trade, that at Jeddah, as I am credibly informed, slaves are publicly sold by auction every morning, where they are stripped naked and examined by any one wishing to purchase. And the fact that a great number of these persons cannot speak a word of Arabic proves that fresh slaves are being constantly imported.

The Acting British Consul at Massowah reports likewise that the Slave Trade is now the principal commerce of that district, and is protected, almost publicly, by the Ottoman authorities. On one occasion this gentleman had succeeded in rescuing nine slaves coming by contraband from Abyssinia; unfortunately, however, owing to the negligence of his servants, the slaves were again carried off by the dealers from whom they had been taken, and although the Acting Consul applied to the Kaimakam with a view to their re-capture, that officer showed so little zeal in the matter that it was impossible to recover the slaves.

Her Majesty's Consul at Jeddah is inclined to think that if the Sublime Porte would give orders for the confiscation of the boats carrying slaves, and severely punish the owners and all engaged in the Traffic, it might be considerably checked, if not altogether put an end to.

Having been instructed by Her Majesty's Government to call your serious attention to this subject, I shall confine myself to the statement of facts already given, in the full confidence that the Sublime Porte, no less than Her Majesty's Government, is bent upon the eradication of an evil which has been so frequently admitted and deplored; and your Highness, I am satisfied, will adopt some measure more effectual than those which have yet been tried for giving effect to the humane intentions of the Porte.

I avail, &c.

For Sir H. Bulwer,
(Signed) E. M. ERSKINE.

No. 307.

Sir H. Bulwer to Earl Russell.—(Received April 5.)

My Lord,

Constantinople, March 26, 1862.

WITH reference to Mr. Consul Taylor's despatch of the 5th ultimo, copy of which is herewith inclosed, reporting that the Slave Trade continues to be carried on at Diarbekir,

I have the honour to transmit herewith a translation of a Vizirial letter which has been placed in my hands by the Porte, enjoining the most unremitting vigilance on the local authorities with a view to the prevention of this abuse.

I have, &c.
(Signed) HENRY L. BULWER.

Inclosure 1 in No. 307.

Consul Taylor to Sir H. Bulwer.

Sir,

Diarbekir, February 5, 1862.

I REGRET again to bring to your Excellency's notice the continued Traffic in Slaves.

Three days ago my dragoman met a well-known slave-dealer of Mossul, named Ahmed ibn Khullef el Madlic, offering a black girl for sale in the public bazaar. She proved to be one of four, three of whom he had sold here the day before, who, according to the Bagdad Custom-house teskereh in the man Ahmed's possession, had been exported by him from Bagdad to Aleppo; subsequently, not finding an advantageous market for them there, he brought them, *via* Birjik and Orfa (as attested by the different Custom-house seals on the original teskereh) to this town.

In this case, as in the preceding one reported to your Excellency in my despatch of July 1, 1861, the slaves are represented in the Custom-house teskereh as "mulbelledéen," that is, reared in the country; but in both cases a long experience gained in Busreh fully satisfied me that they were "jelleb," or recent importations from the African coast; I have, therefore, in reporting the circumstances to Her Majesty's Consul-General at Bagdad, suggested that probably a smuggling trade in these individuals is carried on between Busreh and Bagdad, and that perhaps in such a case they would be liable to seizure at the latter town as forming part of an illicit trade.

I have represented the circumstances detailed in this letter to the Pasha, and at the same time expressed my regret that such a Traffic should have been carried on with the notorious publicity (unchecked) that attended it.

I have, &c.
(Signed) J. G. TAYLOR.

Inclosure 2 in No. 307.

Vizirial Letter to the Governor of Kurdistan.

(Translation.)

Sublime Porte, Foreign Department,

Sir,

21 Ramazan, 1278 (March 22, 1862).

IT has been reported that the Slave Trade is at this moment still being carried on in Diarbekir.

The strong measures which His Majesty's Government have taken respecting the prohibition of this Trade, which has been made known everywhere, and amongst other places in Diarbekir, require that this prohibition should be enforced, and the slightest laxity on this score will entail responsibility.

You will therefore exercise constant vigilance, and adopt such measures as may be necessary for preventing the occurrence of any act or circumstance contrary to the provisions of the resolution which was proclaimed respecting the prohibition in question.

(Signed) MEHEMED FUAD.

No. 308.

Sir H. Bulwer to Earl Russell.—(Received August 1.)

My Lord,

Constantinople, July 22, 1862.

WITH reference to your Lordship's despatch of the 20th of February, I have the honour to transmit herewith a copy in translation of a Vizirial letter to the Pasha of Jeddah, desiring him to make every effort in his power for the suppression of the Slave Trade in the Red Sea.

I have forwarded a copy of this document to Her Majesty's Acting Agent and Consul-General in Egypt, for communication to our Consuls at Jeddah and Massowah.

I have, &c.

(Signed) HENRY L. BULWER.

Inclosure in No. 308.

Vizirial Letter to the Governor of Jeddah and the Kaimakam of Massowah.

(Traduction.)

De 7 Zilhidjé, 1278 (le 23 Juin, 1862).

ATTENDU que le commerce des esclaves fut dernièrement mis en pratique dans les parages de Jedda et de Mahsou, l'Ambassade Britannique a fait à ce sujet certaines communications par un "tacrir" dont une copie traduite vous a été transmise.

Conformément aux mesures efficaces prises par la Sublime Porte à l'égard de la prohibition de ce commerce, mesures publiées et communiquées à plusieurs reprises aux susdits endroits, la continuation de cette prohibition est nécessaire, et toute négligence à cet égard, quelque minime qu'elle soit, doit attirer une grande responsabilité sur les employés du Gouvernement de l'endroit.

Par conséquent la Sublime Porte, ayant répété ses recommandations à cet égard au Caïmacam de Mahsou, invite également votre Excellence de maintenir une surveillance continuelle, et de prendre les mesures nécessaires afin qu'il n'ait lieu aucun acte ou circonstance en dehors du cercle de la décision publiée à l'égard de la prohibition en question.

TURKEY. (*Consular*)—*Alexandria.*

No. 309.

Consul-General Colquhoun to Earl Russell.—(Received February 19.)

(Extract.)

Alexandria, February 10, 1862.

I HAVE the honour' to inclose, for your Lordship's information, copy of a despatch just received from Mr. Consul Stanley.

I have confined myself to mentioning to Mr. Stanley the fact that Captain Cameron must by this time be at his post, and that his special attention would be drawn to the Traffic in Slaves which appears undeniably to be carried on, though with great precaution, between Massowah and the neighbouring mainland and the Arabian coast. I shall call Captain Cameron's attention to this matter, and I would respectfully suggest your Lordship should also mention the circumstance to him.

By a letter lately received from Aden, I learn that Captain Cameron had been detained for some time at that place by fever, but had gone on to his post.

It would be a great matter could the Porte be induced to confiscate such coasting-vessels as may be convicted of carrying slaves for the market, but this may be difficult of achievement.

Inclosure in No. 309.

Consul Stanley to Consul-General Colquhoun.

(Extract.)

Jeddah, January 21, 1862.

I HAVE the honour to inclose some copies of letters received from Mr. Barroni.

The eleven slaves he mentions are those referred to in my letter of the 8th October, 1861.

As in his letters there appears to me no actual proof of connivance in slavery against Perteb Effendi, I abstain from writing to the Governor of Jeddah on the subject. I can however, contradict the assertion of Perteb Effendi that these eleven slaves did not leave Massowah in Baghafur's boat which was commanded by Abdool Hair. Baghafur was implicated in the murders of June 1858, and is at Constantinople. Abdool Hair was put in prison at Jeddah, owning that the eleven slaves had been landed near Jeddah from his boat, and the Abyssinians who came in the same boat declaring that these slaves were embarked at Massowah.

As the Jeddah authorities did nothing in the matter beyond imprisoning for a short time the master, though it was known to many that these slaves were still at Jeddah, it is improbable that Perteb Effendi will effect anything. The new Governor, Izzet Pasha, may be more energetic than the late one, but he left for Mecca immediately after his arrival and I scarcely saw him. I also share Mr. Barroni's opinion that Perteb Effendi connives at slavery, though I could not prove it. All the Abyssinians and others arriving from Massowah with whom I have spoken on the subject make similar statements to me, though probably they would give different accounts if confronted with the Turkish authorities, nor are they willing to sign their statements.

As to Mr. Barroni's complaint that Perteb Effendi places no soldiers on the coast to prevent the departure of slaves, it is but fair to remark that Perteb Effendi when here assured me he had barely sufficient to act as police for the town, and that he could not possibly distribute them along the coast.

In the absence of a ship of war the traffic could be considerably, and I believe almost completely, stopped, were the Turkish authorities to confiscate the boats carrying slaves,

and severely punish, according to a pre-arranged and published code, the owners and all engaged in the Traffic.

In Jeddah slaves are publicly sold by auction every morning, when they are stripped almost naked, and examined by any one wishing to purchase. The fact that a great number of these cannot speak a word of Arabic proves that fresh ones are constantly imported.

No. 310.

Mr. Cohen to Earl Russell.—(*Received April 28.*)

(Extract.)

Alexandria, April 16, 1862.

I HAVE the honour to forward a despatch* just received from Her Majesty's Consul at Khartoum.

We learn that the Maltese subject Debono, the uncle, has arrived at Cairo, declaring that he brings with him ample evidence exculpatory of his participation in the odious crime imputed to him.

Mr. Petherick's letter to Mr. Colquhoun will, as soon as Mr. Colquhoun is able to leave the house, be communicated to the Viceroy in substance, though with faint hopes of efficient measures being taken for the establishment of a river police or other means to suppress the Trade.

No. 311.

Earl Russell to Consul-General Colquhoun.

Sir,

Foreign Office, May 3, 1862.

I HAVE received Mr. Cohen's despatch of the 16th ultimo, inclosing a despatch from Her Majesty's Consul at Khartoum on the subject of the Slave Trade in Upper Egypt, and in the neighbourhood of the White Nile.

If you should not already have communicated the substance of Mr. Petherick's despatch to the Viceroy, you will lose no time in doing so, and you will impress upon his Highness the necessity for some energetic steps being taken to put a stop to the deplorable state of things depicted by Her Majesty's Consul, and for the punishment of the persons engaged in and conniving at the African Slave Trade.

I have further to desire that you will use your utmost endeavours to bring Andrea Debono to justice, and to procure for him the punishment which his crimes deserve, if the result of inquiries which you will yourself make should tend to prove that this individual has been engaged in the system of razzias on the natives, and in the Traffic in Slaves, as reported by Mr. Consul Petherick.

I am, &c.

(Signed) RUSSELL.

No. 312.

Consul-General Colquhoun to Earl Russell.—(*Received June 22.*)

My Lord,

Alexandria, June 6, 1862.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 3rd ultimo, respecting the Slave Trade as carried on in Upper Egypt reported by Her Majesty's Consul at Khartoum.

I have not failed to convey your Lordship's instructions to Mr. Petherick, and as the Viceroy is absent, I have addressed a note, as strongly worded as possible, to the Minister for Foreign Affairs, requiring his Excellency to lay it before the Regent urging him to take every possible measure to check the Traffic, by full powers committed to the Governors and Mudirs to seize, fine, and punish severely all convicted of participating in the Trade, and, further, to establish an organized system of river police to carry out the orders of the Government.

Though lengthy, I beg to inclose copy of my note to the Secretary of State.

* No. 322.

With respect to Andrea Debono, he is now down here on business, and having large interests at stake will not leave. I must, however, remark that the evidence I possess against him is most meagre, hardly sufficient to send him before a Court; while he, having learnt the accusation which hangs over him, has brought down a number of certificates of character and good conduct from the French, Austrian, and American Consuls at Khartoum, and from the local authorities and several merchants.

As Sir Edmund Hornby is expected here very shortly, the whole papers will be laid before him for his professional opinion.

I have, &c.
(Signed) ROBERT G. COLQUHOUN.

Inclosure in No. 312.

Consul-General Colquhoun to Cherif Pasha.

M. le Ministre,

Alexandrie, le 4 Juin, 1862.

LE Consul de Sa Majesté à Khartoum, par ses rapports adressés au Gouvernement de Sa Majesté et à moi-même, porte à ma connaissance que le Trafic des Esclaves existe dans la Haute Egypte et sur le Nil Blanc à un degré, et par des voies, qui est revoltant à l'humanité.

Mr. Petherick dit que la Traite des Noirs a énormément augmentée depuis son départ le printemps de 1859; que le Gouverneur de Khartoum a, il est vrai, publié une proclamation faisant connaître l'illégalité de ce commerce et menaçant de punir ceux qui en seraient convaincus. Mais ces demi-mesures ne suffisent pas, et pour mettre fin à un crime qui, par l'opinion du monde, est si flétri, il faut avoir recours à un système vigoureux de police riveraine ayant des barques armées, qui seraient chargées de visiter chaque bateau trafiquant entre Khartoum et Helset-Kaka, et de conduire par devant les autorités du pays toute personne convaincue de complicité dans la Traite; que les autorités soient ordonnées de procéder avec vigueur et sommairement à punition des auteurs par emprisonnement et par la confiscation et mise en liberté des nègres et par la saisie des biens appartenants aux coupables. Des mesures de ce genre seul, M. le Ministre, pourront tenir en échec ce honteux Trafic, et ramener le commerce legitime, aujourd'hui entièrement supprimé, dans sa voie normale.

Mr. Petherick écrit en sus, que depuis le territoire des Shillooks aux districts du Balm-el-Gazal, il est impossible de s'avancer dans l'intérieur qu'à force d'armes, et que, par conséquent, depuis son retour il a dû cesser son commerce dans ce quartier. Il cite nommément un certain Mahomed Kheir, sujet Ottoman, un Dougalani de naissance, dont les faits sont trop nombreux pour que je les cite ici. Les effets de ce système immoral sont :—

1. Que le marché de Kaka, autrefois très fréquenté pour les blés, le bétail, &c., n'existe plus.
2. Les malheureux Shillooks, poussés par le désespoir, font des représailles, et ils ont déjà commis des déprédations, auxquelles ils paraissent avoir été poussés.
3. Cet état de choses induit un nombre d'aventuriers de partir de Khartoum ostensiblement pour transporter du blé pour compte de Mahommed Kheir, mais réellement pour se joindre à lui dans ses razzias, qui offrent de grands profits.

Mr. Petherick n'hésite pas de dire qu'un grand nombre d'esclaves est apporté du Haut Nil et au voisinage de Gondocoro à Khartoum.

Je suis chargé spécialement, M. le Ministre, d'entretenir le Gouvernement Egyptien de ce sujet, et de lui démontrer la nécessité d'adopter des mesures vigoureuses et efficaces pour reprimer le Trafic des Nègres, qui déshonore un pays aussi éclairé et civilisé que celui où nous vivons.

Son Altesse le Viceroi étant absent, je viens vous prier de soumettre cette dépêche à Son Altesse le Régent et de l'engager de ne pas perdre un moment pour porter remède à une plaie si nuisible à l'Egypte; premièrement par les ordres et pouvoirs extraordinaires dont doivent être investis les autorités du Soudan pour punir sommairement et sévèrement les personnes prises en flagrant délit; et, secondement, l'établissement d'un service de police riverain pour visiter les bateaux soupçonnés de complicité dans la Traite.

Agréez, &c.
(Signé) ROBERT G. COLQUHOUN.

No. 313.

Acting Consul-General Saunders to Earl Russell.—(Received August 8.)

(No. 4.)

My Lord,

Alexandria, July 31, 1862.

I HAVE the honour to bring under your Lordship's consideration the copy of a further despatch from Her Majesty's Consul for the Soudan, dated from Nouaer, on the White Nile, containing additional accounts of the scandalous system of expeditions engaged in the capture of slaves and cattle on the Upper Nile, more especially in the direction of Gondokoro.

Mr. Petherick had fallen in with several boats laden with slaves belonging to these nefarious traders, and among others with one of his own returning thence under the command of a person described as his principal agent, a certain Abd-il-Magd.

This person was sent in irons to Khartoum, where, as I am informed by a letter from the local Governor to the British Consular Agent, he was confined in prison pending the examination of the charges against him.

Among other boats thus freighted with slaves Mr. Petherick also mentions having met with one belonging to the Maltese Amabile, nephew of Debono, which unfortunately he did not examine at the time, when for several hours in his company, though on the subsequent testimony of his own boat's crew (whose depositions, however, are not forwarded) he states that 15 or 20 slaves were concealed in Amabile's boat, and from 80 to 100 on board another belonging to the same individual, and navigating together.

These allegations are, to a certain extent, borne out by an Arabic document which accompanies Mr. Petherick's report, translation whereof is annexed, giving a detailed account of the division of spoils in one of these maurauding expeditions.

This evidence, however, is only that of a single witness, speaking from information derived from other sources, not given in the presence of the accused, and hardly available in a criminal process to substantiate the charges against these miscreants.

The said Amabile has, however, been placed under arrest by the British Consular Agent at Khartoum, and handed over to the local authorities, in accordance with Consul Petherick's instructions, for conveyance to Cairo, where, on his arrival, he will be detained in custody until your Lordship shall determine whether or not he should be admitted to bail until further evidence can be procured, or what other steps should be taken in the matter.

As no reasonable doubt can exist of the guilty practices of this individual in the slave expeditions around Gondokoro, wherein he is stated to have taken a prominent part for the last two years, I have instructed Consul Hay not to accept bail for his appearance at present, should he reach Cairo previously to the receipt of your Lordship's orders in this respect.

I have, &c.

(Signed) SIDNEY SMITH SAUNDERS.

P.S.—The preceding papers connected with the charges against these Maltese, De Bono and Amabile, having been submitted to Sir Edmund Hornby for his professional opinion, who has deferred reporting thereon until furnished with certain translations now transmitted to him, it may be desirable that these supplementary papers should be added to the former in order to complete the evidence at present available for such report.

S. S. S.

 Inclosure 1 in No. 313.
Consul Petherick to Consul-General Colquhoun.

Sir,

Nouaer, White River, May 24, 1862.

AFTER three months' tedious voyage, having reached latitude 8° north, I met some of my boats returning from Gondokoro under the guidance of my principal agent, Abd-il-Magd.

You may naturally conceive I was shocked to discover on board one of the boats, hidden under hatches, 17 slaves, stolen or illegally procured from various places near and beyond Gondokoro.

These were intended for sale to the various Arab tribes and traders on the

confines of the Egyptian territories, the facts of which it was never intended I should learn.

The only explanation of such a violation on my boats is due to the lateness of the season, it never having been imagined by the parties concerned that I should pursue my voyage to Gondokoro during the rains; therefore, with every hope of not being discovered in this nefarious Traffic, they were, fortunately, caught directly in the act.

Immediately I had the fellow put in irons, and have forwarded him in that state, in one of my boats, to Khartoum, to be delivered over to the authorities there for punishment. The slaves I take with me to return them to their various homes, at which, as a matter of course, they are delighted.

I send you inclosed a *procès-verbal*, drawn out in Arabic, given by two of most trustworthy agents, who have been in the country along with Abd-il-Magd, and been direct witness not only of the guiltiness of Abd-il-Magd, but of other Arab traders, and also one European and British subject.

The document is signed by the parties themselves, and hence may be considered as equal to an original written by them.

I regret to have to inform you that, from subsequent information obtained, I learn that every boat we have passed, with one exception, have had more or less slaves on board; in fact, that in the Upper Country, as it is here called, there has been nothing but a system of razzias going on.

I have likewise written to my agent, Halil-il-Shami, at Khartoum, that on the arrival of Amabile, the British subject implicated, he is immediately to arrest him, and place him under the care of the Egyptian authorities, to be sent under escort to the British Consulate at Cairo, there to be dealt with as you may judge proper.

I may further mention that this person has taken a most active part in most of the slave expeditions around Gondokoro for the last two years, according to the testimony of my men, whom I have sifted on the subject.

As you may already know, he is nephew of Andrea Debono, who went to Cairo to attempt to clear himself of serious charges of a like nature. The authenticity of the guilt of Amabile will be seen on perusal of the signed documents.

His two boats passed us in the night, whilst we were moored to the bank, and it was with much difficulty that I induced the Reis of one of them to come to shore and make fast close by us. Amabile was in this boat, but the other, the larger of the two, continued its journey down the river. When at a considerable distance, in company with another Arab boat belonging to Achmed-il-Agad, and under the direction of a Circassian of the name of Kurshid, they both made fast to the shore.

For various reasons I detained Amabile for several hours, and did not detect slaves on board his boat, which, from the testimony of my men, I subsequently learned contained some 15 or 20 slaves hidden in the after-hatch.

On his departure I sent my small boat to the larger boat before mentioned for some provisions, and, to my astonishment on its return, learned that from 80 to 100 slaves were on board, crowded together in a most horrible manner, amongst whom there were a number of adults with long forked sticks fastened to their necks, and one or both hands tied thereto. Kurshid's boat had a similar freight.

It is needless to observe that before I became aware of these facts the boats were sailing with a fair wind down the river, and out of my power.

I have forwarded to the Governor of Khartoum despatches containing a copy of the *procès-verbal*; also, duly signed, an account of the facts, as far as I have yet been able to learn, of the guilty conduct of Abd-il-Magd and other Arabs, requesting him to act strictly and summarily with this Abd-il-Magd, making him an example in punishment to the many others following the same course on a greater scale.

I need hardly mention how necessary it is to be also severe with the Maltese Amabile, not only on account of his guilt, but to strike terror into the other Europeans in this country who, to my knowledge, are carrying on the same disgusting Traffic.

In one word, legal commerce from Khartoum to Gondokoro is at an end. Such a thing as trading with the natives is out of the question. They are prepared for fight or flight, according to the density of the population and circumstances.

Suspicious in a high degree, they cunningly watch all the boats passing, fearing, when they see more than one, that a descent on them is meditated; or when opportunity offers, attacking and murdering crews.

Fearful and sickening circumstances have occurred under my own eyes in my voyage thus far, and trustworthy reports of similar acts further up the river are daily turning up; so that in giving but a short despatch at present, I do so with the conviction that I will be

enabled to corroborate the facts, and send a detailed account to the Home Government on reaching Gondokoro: the same being directed under flying-seal, you will use at your discretion.

I have had so many difficulties and trying circumstances through the lateness of the season and warlike condition of the natives on the river, as to prevent me from delivering as circumstantial a report as I could have desired.

I regret to have to report, while a little lower down the river, another boat laden with slaves (belonging to a Frenchman of the name of Barthelemy) touched shore at night in the immediate vicinity of my own boats, which they evidently mistook for the boats before cited, under Amabile and Kurshid; but instantly on the discovery of the error by the Reis he let go his fastenings, and no inducement on the part of my crew could prevail on him to stop till the morning.

This short interval was sufficient for the observation of its illegitimate cargo by several of my sailors; which circumstances I was not apprised of till the following morning.

Further particulars upon this subject I hope to forward from Gondokoro at a future date, whence I strongly suspect the cargo to have been taken in.

Before the conclusion of this despatch a second boat, twenty-one days from Gondokoro and three from Abu Kuka, at which latter place they left their owner, Barthelemy, during the night, moored alongside us, 3 slaves were seen on board by Dr. Murie and many of my own men; a mother and child and another little girl, said to have been purchased at Gondokoro by the Reis, and one of the men from the Circassian Kurshid.

I have, &c.

(Signed) JOHN PETHERICK.

Inclosure 2 in No. 313.

Procès-Verbal.

(Translation.)

Interrogation.

To Sheikh Ahmed, formerly my agent at Bahr-el-Gazel, and now at Ghebel; also to Messaed, my agent at the coast of Gebel.

BOTH of you have been residing at Gebel Bimbera, then you have come to Gebel, and from that place to this of Beneewer; but as Abd-el-Magd, my general agent, had come with you, I now request you to let me know the place from which the slaves which were embarked with Abd-el Maged in Reis Diab Mohamed's boat have been originally taken; whether they were brought or seized by force, and in what way; what was their original number; has he sent any of them to some place; and lastly, at what place can they be found? Reply conscientiously.

23 Zilkade, 1278 (May 21, 1862).

(Signed) JOHN PETHERICK.

Answer.

I, the Undersigned, Messaed Mohamed, do declare that in the month of Sciaawal 1278, he had brought slaves from Sanda, a village of Namanen; they were eighteen in number. I remained at Bahbara and he left for the river. I do not know what became of them. When I was on board I was informed that eight of them ran away. This is all I know.

I, the Undersigned, Sheikh Ahmed Hamad, do declare that I know from good authority that Abd-el-Magd, Khourshid, M. Amabile, and Mohammed Ahmadein went altogether to Ghebel-el-Raggaff, one of their villages; they attacked them, and having captured both negroes and cattle, Abd-el-Magd got for his share twenty-four head of negroes (slaves) and 238 head of cattle. These were all brought to the church in my presence. As to the negroes (slaves) eight of the best ran away. I do not know where they have gone to. The remaining sixteen still remained with us; he then gave one, a lad, to the Reis of Khourshid's boat, thus leaving fifteen, of whom six ran away, and nine remained. He then gave one and her child to one of our party, a soldier, by name Regeb; he also gave a girl to Ismail, another soldier of our party. He then took away the remaining six. I do not know to what place he forwarded them. This is what I have already informed you of; the six remaining slaves and the ten reported by Messaed are now on Reis Diab Mohamed's boat.

23 Zilkade, 1278 (May 21, 1862).

(L.S.)

MESSAED MOHAMED, *Agent.*
SHEIKH AHMET HAMAD, *Agent.*

Interrogation.

To Sheikh Ahmed and Messaed, my agents at Ghebel.

In your answer of the 23rd Zilkade, 1278, you stated that the negroes which Abd-el-Magd brought are in Reis Diab's boat, and amount to sixteen in number. I, however, found them out to be seventeen heads. How is it that there is one more and above of what you have reported? Give a direct answer.

23 Zilkade, 1278 (May 21, 1862).

(Signed)

JOHN PETHERICK.

Answer.

As to the extra head you found out she is a maid-servant of Abd-el-Magd; he had given her to me since last year for God's and the Prophet's sake (viz., she was not given to him for money, but as a present).

23 Zilkade, 1278 (May 21, 1862).

(L.S.)

MESSAED MOHAMED, *Agent*.

Interrogation.

To Sheikh Ahmed Hamad.

In your answer you have stated that some village of Raggaff was attacked by Abd-el-Magd, Khourshid, M. Amabile and Mohamed Ahmadein, and that Abd-el-Magd had for his share twenty-four negroes and 238 head of cattle. Say now what was the whole number of negroes and cattles taken, and how many had each of them for his share.

25 Zilkade, 1278 (May 23, 1862).

(Signed)

JOHN PETHERICK.

Answer.

As to the number of cattle which they brought on their return from the villages of Raggaff, it was about 3,000; the negroes amounted to 351. Abd-el-Magd had twenty-four head of negroes and 238 of cattle, as already stated. M. Amabile and Khurshid each of them had 113 negroes and 1,000 head of cattle, and Mohamed Mahmadein had 111 negroes and 762 head of cattle.

23 Zilkade, 1278 (May 21, 1862).

(L.S.)

SHEIKH AHMET HAMAD

Interrogation.

To Reis Diab Mohamed.

In the year 1276 the Syrian merchant, Halil Satf, our agent at Khartoum, delivered to my agent of the Ghebel on the White River three negroes, in presence of Ibrahim Ahmed Gonein, agent of my house at Khartoum. These were confided to him that he might take them to their friends at their own mountains. As Abd-el-Magd and the three negroes embarked on your boat, you are hereby requested to inform me whether the said three negroes were safely conveyed to their relations at the mountain, or not. If they have not been delivered up to their friends, say at what place they left your boat, what was the motive thereof, and what became of them.

23 Zilkade, 1278 (May 21, 1862).

(Signed)

JOHN PETHERICK.

Answer.

What I know to be conscientiously true is this, that Ibrahim Ahmed Gonein, agent of your house, embarked the three negroes and consigned them to Abd-el-Magd. I do not know whether they were taken back to their friends at Gebel, or to be sold. As to their landing it was at the village of Kaka in that same day; they have not come with him until the following day, he saying, go to the village of Kaka and bring an elephant's tusk, on our way up the river and on our way down the river; we have taken another elephant's tusk, in all two. This is all I know; moreover, the three negroes remained at the village of Kaka.

23 Zilkade, 1278 (May 21, 1862).

(L.S.)

REIS DIAB MOHAMED.

MESSAED MOHAMED, *Agent*.

SHEIKH AHMED, *Agent*.

N.B.—The above translation is a true one of the Arabic original, which, in the above answer, has no very clear meaning, being very badly expressed. The Arabic words are clearly written, but do not convey any good meaning or clear sense.

Interrogation.

To Reis Diab Mohamed.

The same day I met you at the village of Nubeer on your way down from Ghebel, you had with you Abd-el-Magd and his party. Whilst we were running down I found in your boat seventeen negroes hidden. I consequently have forbidden very strictly (on my part) either to deal in negroes or embark a single negro on board your boat. Now you must say conscientiously why these came with you.

23 *Zilkade*, 1278 (May 21, 1862).

(Signed) JOHN PETHERICK.

Answer.

I have understood your interrogation, and have to say that according to the letter I received by Moallem Scenudah's boat, which signified that I should meet you with the "dahabia" (big boat), I had two days ago prepared myself to meet you, but your agent, Abd el-Magd, did not allow me to run down, and I remained with the "dahabia." He said that he himself would go to meet you. He then embarked with the negroes on board of the "nagr" (a transport boat, not the "dahabia"). This is all I know of.

After my arrival it was he who met you. I told you this, and repeated it over again before you put me the above question, viz., that I did not consent to the embarkation of the negroes, and that he said, "I shall meet my master; you have nothing to do with it, nor are you to be concerned in or responsible for anything."

23 *Zilkade*, 1278 (May 21, 1862).

(L.S.) REIS DIAB MOHAMED.

No. 314.

Acting Consul-General Saunders to Earl Russell.—(Received August 8.)

(Extract.)

Alexandria, July 31, 1862.

WITH reference to my preceding despatch upon the subject of the stimulus imparted to the Traffic in Slaves in the remote districts of the Upper Nile, beyond Egyptian rule, from the encouragement given thereto by European adventurers, I have the honour to submit to your Lordship copy of the reply which I have addressed to Consul Petherick respecting the several matters to which he has adverted.

Your Lordship will not fail to observe a certain discrepancy in the explanations contained in the fourth paragraph of Mr. Petherick's despatch, as compared with those of the Captain of his boat, in reply to the last interrogatory; for by the said reply it is shown, that both the Reis and the agent were perfectly aware two days previously that they would meet their master shortly, and that nevertheless with this foreknowledge the said agent had subsequently embarked the slaves on his own responsibility.

With respect to the remarks addressed to Mr. Petherick as to the guilty connivance of the authorities at Gondokoro and Hellet Kaka, it should perhaps be explained that Egyptian rule is not considered to extend to the White Nile, so that ivory and other articles of merchandize, furnished with certificates of origin at Khartoum as coming from the White Nile, are only chargeable with transit duty on exportation here.

As, moreover, it is stated by Consul Petherick in his preceding despatch of 25th November, that all the slaves are disposed of previously to reaching Khartoum, where on arrival the boats have no slaves on board, the guilty parties having the appearance of legitimate ivory traders, it will be observed that the proposed river police for the suppression of this traffic must be established beyond the present limits of Egyptian territory.

Inclosure in No. 314.

Acting Consul-General Saunders to Consul Petherick.

Sir,

Alexandria, July 29, 1862.

I HAVE to acknowledge the receipt of your despatch of the 24th May, dated from Nouaer on the White River, containing further details respecting the nefarious Traffic in Slaves carried on by Europeans and others between Gondokoro and Khartoum, and the scandalous system of razzias practised in connection therewith.

I have also received advices in Arabic from your deputy at Khartoum, stating that the Maltese Amabile, together with Abd-el-Magd, and a certain Mohammed Hassan Said

(not mentioned by you), had been arrested by the Mudir at his request, the former to be sent for trial before the British Consular Court at Cairo, the two latter for criminal prosecution at Khartoum. It does not, however, appear why the infamous companion of Amabile, the Circassian Khoureshid, has not been comprised in the same category, and I have consequently instructed the British Consular Agent at Khartoum to instigate proceedings against him whensoever he can be found.

It is much to be regretted that with your knowledge of the parties and of the iniquitous practices which you describe as prevailing for the last two years, and especially considering the previous charges against this same Amabile, which formed the subject of a correspondence between your deputy, Halil el Shami, and the Cairo Consulate, in October 1860, a more diligent search should not have been made at the time on board a boat belonging to this Maltese, and stationed for several hours in proximity to your own.

With regard to the Arabic depositions which accompany your despatch, such evidence, to be available in a criminal prosecution, should be taken in the presence of the accused, who should be afforded an opportunity of cross-examination. Moreover, certain errors of dates and computations appear in this Arabic document, whereby ten more slaves figure in the division of spoils than were actually captured, one of the questions being also dated two days later than the reply thereto.

It will remain for Her Majesty's Government to decide what should be done for the ends of justice in this case, and whether the presumptive guilt of Amabile may be considered such as to warrant his detention in arrest until sufficient evidence can be obtained to substantiate the charges against him.

In the meantime you will furnish every additional information in your power as to other circumstances which you state to have occurred under your own eye, and such as may be likely to come under your observation in the sequel, pointing out what you may deem most feasible at Gondokoro and Hellet Kaka, which you describe in a former despatch as the first great slave-mart with Egyptian traders, in order to put a stop to this odious Traffic, and explaining to whom the authorities at either place may be held amenable for their guilty connivance in such practices.

I have, &c.
(Signed) SIDNEY SMITH SAUNDERS.

No. 315.

Acting Consul-General Saunders to Earl Russell.—(Received August 15.)

My Lord,

Alexandria, August 6, 1862.

WITH reference to my preceding despatches upon the subject of the charges against a certain Amabile for trading in slaves on the White Nile, I have now the honour to submit to your Lordship translations from the Arabic of further papers since received from Consul Petherick's deputy at Khartoum relating thereto.

The second of these papers is important as containing Amabile's statements in refutation, and his protest against Consul Petherick for all the losses to which he may be subjected.

He not unnaturally complains of these charges not having been duly substantiated against him at the time when in Mr. Petherick's company, instead of being made behind his back after separating from the latter. Not being aware of the nature of the evidence upon which these charges rest, he nevertheless calls attention to the irregular and inefficient manner in which such evidence has been obtained, without, however, appealing to any testimony of others in his own exculpation.

The Governor of Khartoum, who, in dealing with a British subject delivered over to him for a specific purpose, had properly no right to exercise any discretion in the matter, has, nevertheless, taken upon himself to accept bail for the prisoner's appearance after the settlement of his affairs on the spot.

However irregular this proceeding on the one hand, yet, on the other, considering the defective evidence already furnished, and the consequent necessity of further reference to Khartoum (if not to Consul Petherick himself) for the purpose of supplying such deficiency, any delay occasioned by this concession of the Governor is, perhaps, to be considered rather fortunate than otherwise.

I likewise annex copy of my reply to the Acting Consul at Khartoum.

I have, &c.
(Signed) SIDNEY SMITH SAUNDERS.

Inclosure 1 in No. 315.

Acting Consul Lutfallah to Consul Hay.

(Translation.)

Sir,

Khartoum, 23 Zilhidge, 1278 (June 20, 1862).

HAVING received directions from Mr. Petherick, Her Majesty's Consul, to arrest Mr. Amabile, nephew of Debono, and send him to Cairo for having dealt in slaves which were found in his boat, he (Amabile) was arrested by the Mudir (Governor) of Khartoum, as I informed you.

Mr. Amabile has presented a petition to the said Governor complaining against Mr. Petherick, and protesting against him, copy of which has been sent to me, which I forward inclosed. I consider that Mr. Amabile is wrong in presenting a petition to the local authorities when there was a Consular officer of Her Britannic Majesty in the place. I also consider that the Governor is wrong in interfering between a British subject and his Consulate; and, therefore, I wrote a letter to the above-named Governor demanding by what authority he released Mr. Amabile, and why, up to this time, Amabile has not been sent down to Cairo, and observing that his interference in sending a copy of Amabile's protest was not justifiable.

I am sorry to see that the Governor released Mr. Amabile from prison without my sanction, stating, as a reason, to have done so under good guarantee in order that he might settle his affairs in a few days, and afterwards be sent to Cairo, as by his letter inclosed dated 23 Zilhidge.

(Signed)

MICHAEL LUTFALLAH.

P.S.—Concerning the Governor's statement in his letter, viz., that he released Amabile from prison in order that he might settle his business, this is not a correct statement, as the said Mr. Amabile has no commercial business in the place, all the business belonging to Debono, who left a representative of the name of Said Ahmet Refai Atkad.

Inclosure 2 in No. 315.

Petition of Mr. Amabile.

To the Governor of Sennaar and Khartoum.

ON Thursday the 14th Zilhidge, corresponding to the 12th June, 1862, at 8 P.M., there came a cavass to my house requesting me to present myself before your Excellency, and as soon as I came I was imprisoned by your orders, and on asking the reason why I was imprisoned, you showed me the letter you received from Mr. John Petherick, Her Britannic Majesty's Consul at Khartoum, in which he states that in the boat with which I arrived from the White Nile there was a large number of slaves, and he, therefore, desired that I should be arrested and sent to Cairo; but I beg leave to say that I have many reasons which I must formally explain. First, when the said Mr. Petherick was going up the White Nile at a place called Nouaer, which is beyond the boundaries of the Egyptian provinces (territory), I remained with him twenty-four hours, and delivered to him above eight kantars of elephant tusks which my uncle Debono owed him, and he requested me to write a letter to my agents and employes who are there (on the White Nile) to assist him in all his business, and I wrote the letter according to his wishes, and left him amicably. Had I had any slaves in my boat during my stay with him, why did he not stop them and arrest me at once, and make a verbal procès on the spot in presence of witnesses, and get the same signed and sealed by them, and return the slaves to their country, and send me under arrest to Khartoum with evidence of my guilt, which it was his duty to do in order to maintain his authority and prove his active and good services, and showing my guilt on good grounds? I being a British subject under his special jurisdiction nothing prevented him from doing so; instead of permitting me to pass (as he says) with slaves in my possession, he ought to have taken me on the spot, which would lead people to credit his statement, instead of sending letters after me, which is contrary to law, and which is untrue in all particulars.

By what authority does he cause me to be arrested and sent to Cairo without being convinced of my guilt? And how did he stop the slaves brought in his boats by his own men, and send them back, and arrest the servants, and send them prisoners to Khartoum, and not treat me in the same manner, being a British subject?

With regard to his saying that I brought down slaves, did he actually see them himself, or was it reported to him? Should he say that he had seen them himself, why

did he not stop them, as he would thereby be acting justly and properly? Should he, on the other hand, say that it was reported to him, then by what legal authority did he cause me to be arrested without a previous investigation of the matter to corroborate this report? His proceedings are entirely contrary to all law and regulation.

I observe that the first notion of these intrigues occurred to Mr. Petherick since I last saw him. As I brought down a large quantity of goods with me, this appears to have excited his jealousy, and to have given rise to this accusation against me; he being a merchant as well as a Consul, in the latter capacity he exercises his authority over British subjects on the slightest pretext who may happen to be in the same line of business as himself, so far as to compel them to quit the neighbourhood, at the same time exhibiting great zeal and activity in executing his duties as a Consular officer; though, on the contrary this is far from being the real state of affairs, his object being to baffle the efforts of others who desire to trade on the White Nile, and to appropriate entirely to himself the commerce of the place, thereby obtaining possession of the produce without the interference of our adherents.

This is, of course, done to secure to himself all the profit, and has caused him to bring forward this false accusation against me. I have further to observe that it is not advisable for a Consul to be a merchant at the same time in such a place as the White Nile, where there is such an amount of competition in trade, which is the cause of much ill-feeling and jealousy, the latter feeling having undoubtedly induced the Consul to take such steps against me, knowing it would secure to himself the greater part of the trade.

The above are the sole reasons which induced him to persecute me in this manner. But the laws of justice do not permit such treatment without previous careful investigations and proofs, and as I have been dealt with in this manner by Mr. Petherick, I protest against the said Consul, Mr. Petherick, from this day, for his having compelled me to be sent to Cairo, thereby putting a stop to my business in general, and I now find I am prevented from going up the White Nile this year, in which season I should have been able to bring down three times the quantity of goods I brought with me on the last trip, having this time engaged 150 men in lieu of 60, which I employed the last time. I, therefore, intend to hold him responsible for all this. Further, I left a quantity of goods on the White River, and I also have a great quantity here, which I now cannot send, as I am prevented from going there myself; all losses which may be incurred shall be charged to Mr. Petherick, which, together with my loss of time in going to Cairo and my expenses there, must be paid by him.

In short, all losses which his proceedings against me may bring about, I require should be made good by him.

I pray your Excellency, after taking note of the present petition, to transmit an exact copy thereof to Mr. Halil, Mr. Petherick's deputy, with a note from you that he should keep it in his archives, and acknowledge the receipt of the same officially, sealed by the Consular seal, and inform me accordingly.

20 Zilhidje, 1278 (June 17, 1862).

(Signed) AMABILE, Nephew of Latiff Effendi (Debono).

Inclosure 3 in No. 315.

The Governor of Sennaar and Khartoum to Acting Consul Lutfallah.

(Translation.)

Sir,

20 Moharam (17 June, 1862).

I RECEIVED this protest from M. Amabile, of which he desires me to send an exact copy to you, in order to make known its contents to the Consulate, and inform me of its receipt. I, therefore, make this exact copy, which you will please take note of, and kindly acknowledge its receipt.

(Signed)

THE MUDIR OF SENNAAR AND KHARTOUM.

Inclosure 4 in No. 315.

The Governor of Sennaar and Khartoum to Acting Consul Lutfallah.

(Translation.)

Sir,

23 Zilhidje (June 20, 1862).

I RECEIVED your letter dated the 22nd instant, by which you complain of my having sent you a copy of the petition of Mr. Amabile, of my having released him out of prison, and of not having sent him already down to Cairo.

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I have to inform you that the said person was on the White Nile, that he arrived a short time ago, carries on mercantile business here, and owes money for salaries to his men who were with him on the White Nile; his creditors demand payment, and the Government is obliged to procure the payment of the same before his departure for Cairo, as it is not known positively if he will return or not. I was obliged to act as I have done under a good guarantee; that is to say, release him for a short time to enable him to pay his debts. It is true Amabile is not our subject, but the merchants and others to whom he owes money are Ottoman subjects; and if a British subject should have so received money from an Ottoman subject, you would undoubtedly prevent his departure until he should have paid his debts. Mr. Amabile will therefore be forwarded, under charge of the police, to Cairo; and I therefore consider my conduct was fully justifiable for the ends of justice, and I did not expect such a letter from you on the subject.

With regard to Mr. Amabile's protest, I cannot understand its nature; but I simply forward it to you at his request, and it remains with you to accept or reject it.

(Signed) THE GOVERNOR OF SENNAAR AND KHARTOUM.

Inclosure 5 in No. 315.

Acting Consul-General Saunders to Acting Consul Lutfallah.

(Translation.)

Sir,

Alexandria, August 6, 1862.

I HAVE received your two official letters dated the 19th and 23rd Zilhidjé, 1278 (16th and 20th June), respecting the instructions addressed to you by Mr. Consul Petherick to procure the arrest of Mr. Amabile in order that he might be sent to Cairo in safe custody on the charge of being addicted to the opprobrious Trade in Slaves.

I have perused the paper which the said Mr. Amabile addressed to the Mudir (Governor) in the form of a protest, communicated to you by the Mudir, and have observed the reasons put forward by the said Mudir to justify his having provisionally liberated M. Amabile on bail to enable him to settle his affairs on the spot before his departure.

The right of deciding upon this matter belonged certainly to the Consular authority, and not to the Mudir. The protest should also have been addressed to the Consular authority, although forwarded through the channel of the Mudir.

On the other hand, there is no reason to subject any one to losses by preventing the liquidation of accounts; and the delay occasioned thereby can have no injurious effect upon ultimate results.

As to the other two individuals mentioned in the Mudir's letter, namely, Mr. Petherick's agent Abd-il-Magd, and a certain Mohammed Hassan Said, I should wish to know what has become of the Circassian Kourshid, also a dealer in slaves, who was navigating in Mr. Amabile's company on board another boat, and who was a party concerned in those infamous expeditions the nefarious profits whereof were divided among the ruthless partners in such undertakings. This miscreant should also be tried, and punished according to his deserts.

Should you be able to obtain some useful evidence to substantiate the charge against the said Amabile, it would be desirable that, previously to his departure from Khartoum, you should take down in writing such evidence, to be given upon oath in presence of the accused, who should be allowed the opportunity of cross-examining each witness by asking him any questions through your medium, and inserting as an integral part of the evidence such questions and answers for due effect of law.

I have finally to acquaint you that all the correspondence upon this subject, together with Mr. Petherick's reports and other documents, have been submitted to Her Majesty's Government for such instructions as may be deemed fitting; and it would be desirable, therefore, to suspend the departure of the said Amabile until further orders, in the event of his not having already left for Cairo.

(Signed) SIDNEY SMITH SAUNDERS.

No. 316.

Acting Consul-General Saunders to Earl Russell.—(Received September 21.)

My Lord,

Alexandria, September 12, 1862.

WITH reference to my despatches of the 31st July and 6th August last, I have the honour to transmit to your Lordship the copy of a despatch from Her Majesty's Consul

at Cairo, announcing the arrival in that city of the Maltese Amabile Mussú, sent under arrest from Khartoum, in pursuance of instructions from Consul Petherick, on the charge of being one of a party engaged in marauding expeditions for the capture of slaves, and of having had a number of these concealed on board his boats on the occasion of meeting Consul Petherick on the White Nile.

I have already informed your Lordship that this individual would be detained in arrest at Cairo until the receipt of your Lordship's orders upon the subject.

As, however the evidence which has been furnished in the matter is scarcely such as to satisfy legal requirements, it will be desirable to know what steps should be taken to supply the deficiency, and how the accused should be disposed of in the interval.

I annex copy of the instructions previously addressed to Her Majesty's Consul at Cairo upon this subject.

I have, &c.
(Signed) SIDNEY SMITH SAUNDERS.

Inclosure 1 in No. 316.

Consul Hay to Acting Consul-General Saunders.

Sir, *Cairo, September 5, 1862.*

I HAVE the honour to inform you that, on the 29th ultimo, having ascertained that Amabile Mussú, the person referred to in your despatch of the 25th July as being about to be sent in custody to Cairo on the charge of trafficking in slaves, was seen walking about in the streets of Cairo, I issued a warrant for his arrest and placed him in safe custody in accordance with your instructions.

It appears that Amabile had been sent under escort by the Mudir of Khartoum, but was left at liberty, at about two days' journey from Cairo, to proceed by himself.

I think it right to mention that Amabile declares that there has been no preliminary examination of the charge on which he was arrested by Mr. Petherick's orders.

I have, &c.
(Signed) F. R. DRUMMOND HAY.

Inclosure 2 in No. 316.

Acting Consul-General Saunders to Consul Hay.

Sir, *Alexandria, July 25, 1862.*

FROM the letter in Arabic which accompanied your despatch of the 22nd instant, you will have learnt that, in pursuance of instructions from Consul Petherick to the British Consular Agent at Khartoum, a Maltese of the name of Amabile has been arrested and delivered into the charge of the Mudir of that place for the purpose of being sent under escort to Cairo on the charge of being engaged in the nefarious Traffic in Slaves.

In addition to the depositions already transmitted by Consul Petherick in support of this charge, he states that further evidence will be forwarded in the sequel; and as the *prima facie* testimony affecting Amabile is such as to leave no reasonable doubt of his guilt, he must be detained in custody on reaching Cairo until Her Majesty's Government shall have decided in what manner he should be brought to trial.

I have, &c.
(Signed) SIDNEY SMITH SAUNDERS.

No. 317.

Earl Russell to Consul-General Colquhoun.

(Extract.) *Foreign Office, October 31, 1862.*

I HAVE referred, for the consideration of the proper Law Officers of the Crown, the despatches, as noted in the margin,* from yourself and from Consuls Saunders, Cohen, and Petherick, relative to the proceedings of two British subjects, natives of Malta, named Debono and Amabile, who are accused of having been engaged in the Slave Trade on the White Nile.

* Nos. 310, 312, 313, 314, 315, 316, and 322.

I also communicated to Her Majesty's Law Officers the reports from Sir Edmund Hornby relating to this affair, and I have, in conformity with the opinion of Her Majesty's Law Advisers, to state to you that it would not be expedient, upon the evidence at present adduced, to institute criminal proceedings against either Debono or Amabile for being engaged in the Slave Trade, and you will, therefore, cause them to be released from any further restraint.

There is, however, little moral doubt that Amabile has been extensively engaged in the Slave Trade, and if the statements of Mr. Consul Petherick are not wholly incorrect, it must have been, and may still be, possible to obtain proper and legal evidence of his guilt.

It is also most probable that his uncle Debono has connived at and co-operated with his conduct in this respect, and it will be expedient, therefore, that you should take such steps as you may deem best calculated to make known the firm resolution of Her Majesty's Government to proceed criminally, wherever evidence can be obtained, against any British subjects engaged in Slave Traffic.

It is much to be regretted that, owing to the want of proper evidence, justice cannot, in the present instance, be made to reach parties who have notoriously been engaged in carrying on a desolating Slave Trade on the White Nile. You will, however, omit no opportunity of pressing upon the Egyptian Government the necessity of their using their best exertions to put a stop to this Traffic, and you will also request your European colleagues to use their influence to procure the punishment of any of the subjects of countries under their protection who may be engaged in the atrocious proceedings reported by Mr. Petherick.

No. 318.

Acting Consul-General Saunders to Earl Russell.—(Received November 6.)

My Lord,

Alexandria, October 23, 1862.

WITH reference to my despatches of the 31st of July, 6th of August, and 12th of September, upon the subject of the arrest of a certain Amabile Mussu, of Malta, on a charge of trafficking in slaves, I have the honour to transmit for your Lordship's consideration the copy of a petition which has been addressed to me by the prisoner at Cairo, accompanied by a series of documents enumerated in the annexed list, and a paper containing arguments in support of an application to be released from prison on the ground of illegality and informality in the proceedings as therein set forth.

The papers marked A and B accompanying the aforesaid petition (Inclosures 2 and 3) are herewith transmitted in the original, the remaining documents, consisting of Arabic and Italian depositions, being retained here for further consideration.

I further annex copy of the instructions which I have addressed to Her Majesty's Consul at Cairo upon the subject of the prisoner's application aforesaid, and I would submit that these additional papers should be referred to Sir Edmund Hornby, in whose hands the case at present rests.

I have, &c.

(Signed) SIDNEY SMITH SAUNDERS.

Inclosure 1 in No. 318.

Amabile Mussu to Acting Consul-General Saunders.

Sir,

Cairo, October 11, 1862.

I HAVE the honour to lay before you the several documents mentioned in the list herewith annexed, and I do hereby respectfully request you immediately to peruse the said documents, and also the inclosed copy of the warrant under colour or pretence whereof I am now imprisoned at Cairo, and inasmuch as such imprisonment is unlawful, and the consequence of a charge wilfully and maliciously brought against me by John Petherick, Esq., Her Majesty's Consul at Khartoum and dependencies, out of motives of personal revenge as by the said documents fully explained and proved, and inasmuch as I am entitled to be released from such false and malicious imprisonment, I do hereby respectfully, in pursuance of the statutes in that case made and provided, request you as Her Majesty's Agent and Consul General, immediately, and in proper form, to award and

grant a *habeas corpus*, returnable immediately, so that I may be removed and released from such imprisonment.

(Signed) A. MUSSU.

Signed and delivered by the said Amabile Mussu, on this 11th day of October, 1862, in the presence of

(Signed) A. M. BONFANTI S. PINI.

Inclosure 2 in No. 318.

List of Papers accompanying Amabile Mussu's written request to Her Majesty's Agent and Consul-General in Egypt, dated October 11, 1862.

1. Copy of a protest presented to his Excellency the Governor of Khartoum on the 10th Zilhidje, 1278 (19th June, 1862).
 2. Translation of the above paper in Italian.
 - 3 and 4. Two original promissory notes delivered by Abdel-Maghed to Amabile, Zilkade, 1278, with orders endorsed thereon by John Petherick to Khaleel Lutfallah, dated respectively 14th Zilkade, 1278 (13th May, 1862).
 5. Original letter addressed to the said Khaleel Lutfallah demanding payment of the above promissory notes, and reply thereto from Khaleel Lutfallah, dated 21st Zilhidje, 1278.
 6. Translations in Italian of Nos. 3, 4, 5.
 7. Original letter from Debono to Amabile Mussu, dated 10th February, 1862, and receipt made thereon by John Petherick, dated 13th May, 1862.
 8. Declarations of several merchants, captains, and mercantile agents in favour of Amabile Mussu, dated 25th and 27th Zilhidje, 1278.
 9. Translations in Italian of the above document.
 10. Affidavit made by Andrea Debono at Cairo, and sworn before Her Majesty's Consul on the 9th October, 1862.
 11. Affidavit made by Amabile Mussu at Cairo, on the 11th October, 1862, and sworn on the same day before Her Majesty's Consul.
 12. Original petition addressed by Amabile Mussu to Her Majesty's Acting Consul at Khartoum, requesting to obtain from the Austrian Consul there, some information about Slave Trade, carried on by Mr. John Petherick, dated 18th Zilhidje, 1278 (17 June, 1862), with accompanying letter from Her Majesty's Acting Consul aforesaid, dated 19th Zilhidje, 1278.
 13. Original official answer to the above, addressed by the Austrian Consul to Her Majesty's Acting Consul at Khartoum, dated 20th June, 1862 (19 Zilhidje, 1278).
 14. Translation in Italian of the above documents.
 15. Original depositions of witnesses taken before the Cadi of Khartoum, on or about the 25th Sciawal, 1272, relating to the ill-treatment used by Mr. Petherick towards certain slaves by him detained on the White River.
 16. Translation in Italian of the above depositions.
 17. Original letter from the Governor of Khartoum, dated 23rd Zilhidje, 1278, enclosing copies of letters addressed to him by Mr. Petherick, and by Her Majesty's Acting Consul at Khartoum. (It will be observed that Petherick's and Lutfallah's letters are both without date, but their dates may be inferred from their contents, viz., Lutfallah's letter alludes to one by him received from Petherick, dated 23rd Zilkade, 1278. Petherick's letter to the Governor states that he wrote to Lutfallah concerning Mussu's arrest. Therefore Petherick's letter to the Governor was written after the 23rd Zilkade, 1278, if not on the same day. As to Lutfallah's letter to the Governor, it appears to have been written on the same day of my arrest, 13th of June, 1862.)
 18. Translations in Italian of the above letters.
 - (A.) Copy of warrant issued by Her Majesty's Consular Court at Cairo on the 9th day of August, 1862.
 - (B.) Arguments in support of the application made by Amabile Mussu to Her Majesty's Acting Agent and Consul-General for immediate release.
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Inclosure 3 in No. 318.

Arguments in support of an Application made by Amabile Mussu to Acting Consul-General Saunders, for his release from false Imprisonment, dated October 11, 1862.

1st. As to the illegality and informality of the imprisonment.

The powers vested in Her Majesty's Consuls in the Levant are well defined by the Order of Her Majesty in Council dated the 27th August, 1860, which provides amongst other things (section 33), that the Supreme and every other Consular Court shall have power and authority to cause to be apprehended and brought before it any British subject, being within the district of the Court, and charged with having committed any crime or offence, &c., &c., or where the crime or offence is triable and is to be tried in England, to take the preliminary examination and commit the accused for trial, and cause or allow him to be taken to England.

By section 5 of the said Order it is provided that, subject to the other provisions of the present Order, the civil and criminal jurisdiction aforesaid (section 4) shall, as far as circumstances will admit, be exercised upon the principles of and in conformity with the common law, the rules of equity, the statute law and other law for the time being in force in and for England, and with all the powers vested in and pursuant to the course of procedure and practice observed by and before Courts of Justice and Justices of the Peace in England, according to their respective jurisdictions and authorities.

The rules framed under the same Order by the Judge of Her Majesty's Consular Court, and approved by one of Her Majesty's Principal Secretaries of State, are assimilated in many respects, with regard to the course of procedure in criminal matters, to the course of procedure and practice of Justices of the Peace in England, as provided for by 11 and 12 Vict., cap. 42, sec. 18. In fact, under the head of Preliminary Examination and Indictment, Rules 305, 306, and following, fully explain the mode of taking down preliminary examinations, the statement of the accused, the recognizance to prosecute, &c., the remand, and commitment, Rule 315, which expressly provides that when all the evidence adduced at the preliminary examination on the part of the prosecution has been heard, if the Court is of opinion that it is not sufficient to put the accused on his trial, the Court shall forthwith order the accused, if in custody, to be discharged as to the particular charge in question. But if, on the contrary, the Court is of opinion that the evidence is sufficient to put the accused on his trial, or that it raises a strong or probable presumption of his guilt, the Court shall either by warrant (Form 47) commit him to prison, there to remain till delivered by due course of law, or admit him to bail.

In the present case, as shown by Amabile Mussu's affidavit, no preliminary examination was taken in his presence; and he was sent to Cairo, where he was informed by Her Majesty's Consular Court that he is committed on his trial under charge of having been engaged in the Traffic of Slaves on the White River, in consequence of orders conveyed by Her Majesty's Acting Agent and Consul-General in Egypt.

Amabile, therefore, is committed on his trial on the charge of an indictable offence in the absence of any evidence to support the charge, as such evidence, if ever taken by the Consular Court at Khartoum, was taken without the presence of the accused, and without his having been aware of its nature, and having had any opportunity to confute it either by cross-examination or other means, as he is entitled to do by law. Such evidence so taken, according to the practice of the Courts of Justice in England, would not be received against the accused on his trial, and if such trial were to take place, the charge would be dismissed at once by any Court of Justice in England.

The informality of process results from the fact that even the warrant of commitment issued by Her Majesty's Consular Court at Cairo, pursuant to instructions conveyed by Her Majesty's Acting Agent and Consul-General, does not state the names of the witnesses, nor does it allude at all to any witnesses, on whose oath the accused stands charged, as required by law.

Another informality of the imprisonment is that Amabile Mussu was sent to Cairo, instead of being detained in custody at Khartoum, where the preliminary examination ought to have been taken in present case.

2ndly. As to the wilful and malicious prosecution on the part of the aforesaid John Petherick: firstly, such malicious prosecution is in general to be inferred from the want of cause, which in the present case results from the prosecutor's own statements.

In fact, in his letter to the Governor of Khartoum he states that he had found all the boats travelling on the White River, belonging both to natives and to Europeans, having slaves on her board except the boat of Amabile Mussu, which was exempt from having slaves on her board. Then he goes on, in a subsequent paragraph of the same letter:—

"Having now found slaves on board Signor Debono's boat, who has left for his agent Amabile Mussu, I request you should cause his arrest (Amabile's), and send him under escort to Cairo." The above statements are contradictory, and show by themselves, on one hand, the absence of cause expressed by the writer himself; on the other hand, the falsehood of his statement with regard to Debono's boat.

Petherick's own statement, that he found Amabile's boat exempt from having slaves on her board, implies that he met the said boat and searched, or caused her board to be searched. Amabile's affidavit proves that both the boat on board of which he was and that of Debono travelled always together, and arrived at Khartoum at the same time. There can be no evidence to show that Debono's boat, alluded to in Petherick's letter to the Governor of Khartoum, was met by Petherick after Amabile's departing from him, on or about the 14th day of Zilkade, 1278, corresponding to the 13th May, 1862, on which day precisely Petherick endorsed the order to his agent, Khaleel Lutfallah, at Khartoum, on two promissory notes given by Abd-el-Maghed to Amabile Mussu to pay the amounts respectively mentioned in the said promissory notes; and also he, Petherick, on that same day did sign a receipt to Amabile for eight cantars of elephant tusks. Petherick's statement, therefore, that he found slaves on board Debono's boat at the time he wrote the letter is necessarily as improbable as completely false. In fact, the letter is dated 23rd Zilkade, 1278 (22nd May, 1862), that is to say, nine days after Amabile departing from Petherick on the White River. The said letter reached at Khartoum on the 14th Zilhidge, or 13th June, 1862; and, judging from its date, it must have remained about twenty or twenty-one days *en route*. Wherefore Petherick would have discovered the slaves on board Debono's after such boat was at a distance from him of twenty or twenty-one days' voyage, and three days before her arrival at Khartoum! And on the other hand it cannot be said that he noticed the slaves on Debono's boat when he met with Amabile on the 13th May, 1862, as above stated, because in such case nothing could prevent him from capturing the boat, taking a preliminary examination on the spot, and then commit Amabile on his trial, as he did in the case of his own agent Abd-el-Maghed. Nor can it be said that Debono's boat was not travelling with Amabile's, because otherwise it would imply that the boat was not under Amabile's charge, and therefore he could not be accused of having transported slaves, as it would not be his own act if there had been slaves kept on such boat.

From the above arguments it clearly results that there was no cause whatever for Amabile's imprisonment on the charge of being employed in the Traffic of Slaves; and if it be considered that Petherick, from a long time, has tried on several occasions, and still persists in trying, all vexatious means in his power to injure Amabile's uncle, Andrea Debono, as shown in his affidavit, both in his character and business, no doubt shall remain as to the express malice on the part of Petherick in bringing forward the present charge.

The documents which are herewith annexed concerning certain Slave Trade carried on by the aforesaid Petherick have been submitted to Her Majesty's Agent and Consul-General, with a view to show that the character of the man who is invested with the powers of a Consul at Khartoum is not precisely the upright character generally expected in one of Her Majesty's functionaries, and that the man on whose statements Amabile is detained in custody during four months now last past, is not the trustworthy man on whose representations another functionary in Her Majesty's service may depend upon to restrain the personal liberty of a British subject.

The application for relief is made to Her Majesty's Agent and Consul-General as Her Majesty's Senior Officer in Egypt, exercising Her Majesty's jurisdiction over British subjects, and under whose directions Amabile Mussu is now detained in custody, without being regularly committed on his trial.

Inclosure 4 in No. 318.

Acting Consul-General Saunders to Consul Hay.

Sir,

Alexandria, October 23, 1862.

I HAVE the honour to acknowledge the receipt of your despatch of the 16th instant, forwarding a letter, with its inclosures, addressed to me by Amabile Mussu, who is in custody on a charge preferred against him by Her Majesty's Consul for the Soudan of trafficking in slaves.

I have to request that you will acquaint the said Amabile that I have carefully

perused the papers which he has sent me, and the arguments in support of his application to be released from prison, on the grounds set forth in the inclosure marked B.

I have to acquaint him, in reply, that as the charge against him, and the papers connected therewith, have been submitted to the Judge of the Supreme Consular Court, it is not for me to pronounce as to the sufficiency or insufficiency of the evidence upon which he has been sent under arrest to Cairo, nor can I take it upon myself to weigh the arguments adduced in his defence, which, however, I shall not fail to bring under the notice of Sir Edmund Hornby, as bearing upon a question which appertains to his exclusive authority and jurisdiction, under the circumstances above stated.

The instructions conveyed to you by my despatch of the 25th July last, in pursuance of which the petitioner has been detained under arrest at Cairo, were the natural consequence of his position as a prisoner sent in custody from Khartoum on so serious a charge, and who, in point of fact, should have been delivered over to the competent authorities at Cairo by the Khartoum police.

Taking, however, into consideration the peculiar circumstances attending this case in consequence of the difficulties and delays necessarily involved in communicating with Consul Petherick, and in carrying into effect any instructions which Her Majesty's Government, or the Judge of Her Majesty's Supreme Consular Court, may see fit to issue in connection with the crime with which the prisoner stands charged, I am willing to assume the responsibility of taking heavy bail for his appearance before the British Consular Court at Cairo whenever called upon to answer this charge, during a period of six months from the date of the recognizances, and the amount which I would recommend you to require for this purpose would be his own security in 500*l.*, and two sureties in 250*l.* each.

I have, &c.

(Signed) SIDNEY SMITH SAUNDERS.

No. 319.

Acting Consul-General Saunders to Earl Russell.—(Received December 8.)

My Lord,

Alexandria, November 27, 1862.

I HAVE the honour to transmit, for your Lordship's information, the extract of a letter addressed to me by Captain Playfair, Acting Political Resident at Aden, communicating the circumstances attending the massacre of Lieutenant Fountaine, R.N., and fourteen men belonging to Her Majesty's ship "Penguin," and the subsequent execution of the murderers at the scene of their crime on the African coast, in the presence of the officers and crews of Her Majesty's ships "Semiramis" and "Penguin."

I have, &c.

(Signed) SIDNEY SMITH SAUNDERS.

Inclosure in No. 319.

Captain Playfair to Acting Consul-General Saunders.

(Extract.)

Aden, November 18, 1862.

I ONLY returned two days ago from a month's cruise on the African coast, where I have been engaged in inquiring into and avenging the massacre of an officer (Lieutenant Fountaine, R.N.) and fourteen men belonging to Her Majesty's ship "Penguin."

Lieutenant McHardy, who commands that vessel, being engaged in the duty of preventing the Slave Trade on the East Coast of Africa, sent his cutter and whaler with the above crews to search for slave-boats between Juba River and Port Durnford. It is probable that they were beguiled further north than was prudent in pursuit of a slaver; but whatever the reason, it is clear that they could not get back again, and were compelled to keep their northward course. They touched at Ras Maäber for water, and the cutter having anchored some little distance out, sent the whaler on shore. The crew got into collision with the natives and had to run for their lives; they jumped into the sea and swam off to the cutter, leaving the whaler on the beach.

Both crews in the one remaining boat continued their course, and having rounded Cape Guardafui, anchored in a bay about fifteen miles to the west, at a place called Bareda. Here again they fell foul of the natives, but with worse luck; every soul on board was massacred. The particulars will never be known for certain; the natives say that the sailors were the aggressors, and probably there was a mutual misunderstanding, as the boat had no

interpreter on board. Nor can I make out whether they were attacked unawares by a small number, or overpowered by superior numbers.

One thing is certain; the natives of this country have hitherto been conspicuous for their kindness and hospitality to distressed seamen when wrecked on their coast, and have been the means of saving many lives.

I demanded of the Sultan that the murderers should be surrendered for execution, and he agreed to my demand, on a gentle hint that he would catch it if he did not; he demanded ten days to capture them, to which I agreed.

Punctually to the time he met me and brought eight prisoners: he assured me that only fifteen Somalis had been implicated; of these three were killed by the sailors, four escaped, and the remainder he had brought. To cut a long story short, I made him execute these on the beach, in the presence of all the boats of the "Semiramis" and "Penguin."

TURKEY. (*Consular*)—*Massowah*.

No. 320.

Consul Cameron to Earl Russell.—(Received May 5.)

(Extract.)

Massowah, March 20, 1862.

ON one point, in which we are deeply interested, namely, the suppression of the Slave Trade, there can be no doubt that the co-operation of King Theodore might be made in the highest degree valuable.

Slaves are collected principally in the Galla country, and are conveyed through Abyssinia for the most part by Allai to Massowah, and by Hamazeyn to the ports between Massowah and Souakin. The command of these thoroughfares, as well as of those more inland, is now entirely in the hands of the King.

King Theodore has at times acted vigorously in order to put down the Slave Traffic; but this action was of necessity fitful, on account of his own precarious position.

It might now, however, if he really wished, be renewed with almost paralyzing effect.

TURKEY. (Consular)—Smyrna.

No. 321.

Consul Blunt to Earl Russell.—(Received October 13.)

My Lord,

Smyrna, October 3, 1862.

I BEG leave to transmit to your Lordship, inclosed, a copy of an article which appeared in the "Impartial," published at Smyrna, reporting the arrival of a vessel with slaves from Tripoli.

There is no truth whatever in the assertion of the arrival and sale of slaves in Smyrna.

The facts are these; the Pasha of Tripoli sent a telegram to the Pasha of Smyrna, informing him of the departure of the "Saied" (under Turkish flag), Captain Hamid, with slaves from Tripoli. The Pasha of Smyrna had the vessel searched immediately upon her arrival at Smyrna, but there were no slaves on board; nevertheless the Pasha has detained the ship, to endeavour to ascertain where the slaves were landed before coming to Smyrna. The Captain of the "Saied" is under French protection, but the Consul-General concurs with the Pasha in all his proceedings to gain information respecting these slaves.

I have, &c.

(Signed) CHARLES BLUNT.

Inclosure in No. 321.

Extract from the "Impartial" of September 26, 1862.

ON sait que depuis longtemps le commerce des esclaves est aboli en Turquie. Cependant, malgré les peines qu'encourent les contrevenants, il y a souvent des Turcs ou des Arabes que se livrent encore à ce commerce illicite. Un navire sous pavillon Turc, le "Saïd," Capitaine Hamid, arrivé ces jours derniers de Tripoli de Barbarie, avait à son bord 25 esclaves de tout âge et des deux sexes. Ces pauvres créatures, qui étaient adressées à des négociants indigènes, ont été librement vendues par eux. Nous savons que le Gouverneur de Tripoli de Barbarie, Mahmoud Pasha, a signalé par le télégraphe aux autorités de Smyrne la destination du "Saïd," et nous aimons à croire que des mesures énergiques ont été prises par ces dernières contre le Capitaine de ce navire et les négociants qui ont vendu les esclaves.

TURKEY. (*Consular*)—*Soudan*.

No. 322.

Consul Petherick to Earl Russell.—(Received April 28, 1862.)

My Lord,

Khartoum, November 25, 1861.

I HAVE the honour to inform you that since my arrival at this place, on the 16th October, reported by me on the 28th of the same month, I have let no opportunity escape me to inform myself of the particulars of the Slave Traffic, which I regret to have to report has been energetically pursued, commencing with the autumn of 1859, and ostensibly increasing up to the present time.

The Arab traders, by far the most numerous culprits, have been rivalled by Europeans, the most conspicuous of whom, it is my painful duty to report, after most careful inquiries, leaving no doubt upon my mind, are British subjects, namely, Andrea Debono, known generally in this country as Latif Effendi, and his nephew Amabile, a lad of 19 years of age, both natives of Malta.

The information I have been able to obtain, and of the veracity of which I cannot doubt, is not official, as although both Europeans and natives converse with more or less reserve upon the subject, no one resident here will come forward to formally accuse or give evidence against the guilty parties.

The inclosed extract of Baron von Harnier's letter, I could not obtain with a formal declaration accompanying it, by the party, in M. Natterer's absence, though not officially employed, authorized to open his private correspondence.

Never, prior to the year 1859, had the Slave Trade been prosecuted with such vigour, beyond the confines of the negro territories, in the direction of the White River, as it has since that period; and to the requirements of the Egyptian Government, prosecuted by Ahmed el Agad, possessing boats and establishments on the Upper White Nile, in the vicinity of Gondokoro, the increase owes its origin.

From thence, also, Andrea Debono and his nephew—connected, until recently, by partnership with Ahmed el Agad in the expeditions of the White River—supplied themselves with slaves, with little or no difficulty.

Suffering from a famine, hundreds of the aborigines are stated to have presented themselves to the traders in search of food, and it has been freely given them; the negroes, little expecting slavery as their doom, willingly accepted the proposal to accompany them to Khartoum, and to return with them the following year.

On the downward voyage small-pox created great havoc amongst them in the overcrowded boats. Numbers died, and others are said to have been thrown overboard before death had taken place; more left unprovided for on shore to abide an equally certain death.

The remaining survivors were sold at Hellit Kaka to Arab traders and the nomade Arabs between that place and the confines of the Egyptian territory, principally the Shookryeh Arabs on the East shore.

Debono is said to have realized in 1860 the sum of 40,000 piastres, equivalent at an exchange of 97½ to 410*l.* 3*s.*, the half of which is stated to have been in Egyptian piastres, and the remainder in crude gold.

The sales are reported to have been effected by the nephew, and Arabs in charge of each boat, of which Debono possessed four; whilst the latter person, not having accompanied the expedition, received at Khartoum the value.

From 2*l.* to 5*l.* appears to have been the price of each slave, and assuming 3*l.* 10*s.* as the average, the number sold to the account of Debono will amount to 117.

The able-bodied brought by Ahmed el Agad were openly made over to the Egyptian

Government and forwarded to Cairo, but I am happy to say his Highness the Viceroy has since issued orders to the Governor of this place to receive no more and to endeavour to put a stop to the trade.

An eye-witness, a European traveller, not commercially employed, then on the White Nile, in about 7 degrees north latitude, but who does not wish his name to be known in connection with the subject, assured me recently that the boats of A. Debono were crowded with slaves; the majority, suffering from small-pox, presenting a revolting spectacle.

According to the extract of Baron von Harnier's letter, above alluded to, it will appear that, in addition to the slaves voluntarily presenting themselves from hunger at Gondokoro, others were forcibly captured.

Whilst these proceedings were pursued on the upper part of the White Nile, the territories of the Shillooks and Dinkas on opposite sides of the river, in about latitude 11 degrees north, were ravaged to a far greater extent, at the instigation of a scoundrel of the name of Mahomed Kheir, an Ottoman subject, and Dongolani by birth, calling himself a "Fucké," a sanctified title of Islamism.

After a residence of, perhaps, fifteen years amongst the Shillooks, and connected by marriage with them, Mahomed Kheir induced strong parties of horsemen, members of the Hawasma and Selaem tribes of nomade Arabs, to join him in rising against the Shillooks, and so effectually did they succeed that after slaying great numbers of the aborigines, and driving the survivors out of the district, they carried pillage to the fullest extent. The Sultan's residence is said to have furnished them with crude gold, but the number of slaves and cattle captured is said to be countless, and was divided amongst the Arabs.

A great part of the cattle were sold at this place for slaughter, but the most of the slaves, in various ways, were forwarded to Egypt; and I may add, that so little is the real impediment on the part of the Egyptian authorities towards the Trade, that on my way here from Korusko I met three caravans composed entirely of slaves in the Nubian Desert.

That his Highness the Viceroy's orders have been received here by the local Governor for the suppression of the Slave Trade is a fact, which also by the latter personage has been publicly proclaimed; but that unless they are followed up by active measures, such as the institution of a river police, with right of search from this to Kaka, in the recent Shillook territory, and a certain punishment to offenders, the endeavours of his Highness will produce no results.

It is rumoured here, and I believe with certainty, that the marauder Mahomed Kheir has made overtures to the Egyptian Government, in return for its recognition of him as Chief of the plundered district, to pay an annual contribution of 1,000 head of cattle; and, awaiting instructions, the Local Governor is said to have already invested him with the customary insignia of robe and sabre.

Should his Highness concede to the proposal, I am certain he has not been correctly informed of the rascality of Mahomed Kheir, or have an idea of the amount of injury committed by this reprobate against legitimate trade; but in order to collect his revenue from the Arabs above alluded to, who sojourn in the neighbourhood of the Shillook territory to evade their due payments to the Government of Kordofan, to which they appertain, if his Highness will place a responsible official, duly supported, in the district, invite the defeated and badly-used Shillooks to return to their homes, and not to interfere with their administration, with full power to prevent the Slave Trade, a more efficient measure, if honestly carried out, could not, in my opinion be conceived.

The necessity of some such measure, or a well-regulated police on the river, will appear to you the more desirable, as to my certain knowledge no less than thirty boats containing armed hordes of marauders only, in addition to cargoes of grain, have left this place, ostensibly for the sale of the cargoes, but in reality to join Mahomed Kheir in any attempt against the aborigines, in the plunder of whom and capture of slaves they anticipate great gain.

Under the above circumstances, I trust satisfactorily explained, can it be wondered at that legitimate trade is almost extinct?

Personally I am a considerable sufferer from having been the first to open the Bahr-il-Gazal to commerce. I am the first to abandon it, as razzias for the capture of slaves by the Arab traders have become so systematic that, without fighting pitched battles, no advance is to be made in the interior; and since my return I have been compelled to abandon my establishments among the Djour and Dôr tribes, and remove the men to other less disturbed localities.

The losses to legitimate traders are greater than at first sight they appear, as not only are greatly-increased escorts required, but also boats to convey them, both of which

augment the expenditure : whilst at the same time the fear of treachery on the part of the negroes produced by these razzias causes an incalculable impediment to commercial proceedings.

I have, &c.
(Signed) JOHN PETHERICK.

Inclosure in No. 322.

Baron von Harnier to Dr. Natterer.

(Translation.)

(Extract.)

Shier Negro territory, Lat. 5° N., March 14, 1861.

THE expeditions which the traders undertake are now but razzias ; the ivory is stolen, villages are sacked, women and children carried off as slaves, and the men shot down : hence the reason for the great number of armed dependents.

Immediately after our arrival at Gondokoro, an expedition as described arrived ; a part of the people belonged to Latiff (the adopted name of Andrea Debono, a Maltese and British subject), another, I believe, to Kurshid (a Circassian, agent and partner of Ahmed il Agâd, both Ottoman subjects).

Owing to our presence the transport of slaves was despatched down the river by night.

I could write pages to you upon the subject, but it is preferable to wait until we can communicate verbally with each other.

No. 323.

Earl Russell to Consul Petherick.

Sir,

Foreign Office, May 3, 1862.

I REGRET to learn from your despatch of the 25th of November last, that the reports which had reached Her Majesty's Government on the subject of the extent to which the Slave Trade was carried on in Upper Egypt, and in the neighbourhood of the White Nile, are well founded.

You will continue to keep Her Majesty's Government informed on this matter, and you will omit no opportunity of furnishing Mr. Colquhoun with any information or suggestions which may enable him to use his influence with the Government of Egypt to put a stop to the Traffic in Slaves, and to the system of rapine and bloodshed which would appear to be so extensively carried on in the neighbourhood of the White Nile.

I am, &c.
(Signed) RUSSELL.

No. 324.

Earl Russell to Consul Petherick.

(Extract.)

Foreign Office, October 31, 1862.

I HAVE received your despatches as noted in the margin* relative to the Slave Trade on the White Nile, and to the participation in that Traffic of two British subjects, natives of Malta, named Debono and Amabile.

I have to state to you that although there can be no moral doubt that Amabile has been extensively engaged in the Slave Trade, and that his uncle Debono also connived at and co-operated with his conduct in this respect, yet that, owing to the imperfect state of the evidence collected by you against these persons, it would be impossible for Her Majesty's Government to institute criminal proceedings against them with any chance of a successful result. I have therefore instructed Her Majesty's Consul-General at Alexandria to cause Messrs. Debono and Amabile to be released from any further restraint, unless he should in the meanwhile have received other and further proof of their guilt.

* Inclosure 1 in No. 313, and No. 322.

UNITED STATES.

No. 325.

Earl Russell to Lord Lyons.

My Lord,

Foreign Office, January 15, 1862.

I TRANSMIT to you, for your Lordship's information, a copy of a letter addressed to the Secretary of the Admiralty by Commander Raby, of Her Majesty's ship "Alecto,"* reporting his having boarded the American barque "George and Mary," off the West Coast of Africa.

I am, &c.
(Signed) RUSSELL.

No. 326.

Earl Russell to Lord Lyons.

My Lord,

Foreign Office, January 30, 1862.

I TRANSMIT to you, for your Lordship's information, copies of a letter and its inclosure, addressed to Commodore Edmonstone by Commander Raby, of Her Majesty's ship "Alecto,"† reporting his having boarded the schooner "Wells," under American colours.

I am, &c.
(Signed) RUSSELL.

No. 327.

Earl Russell to Lord Lyons.

Sir,

Foreign Office, February 15, 1862.

WITH reference to my despatch of the 19th of December last, reporting the boarding of the American vessel "J. J. Cobb" by Her Majesty's ship "Arrogant," I transmit to your Lordship, for your information, copy of a despatch from Her Majesty's Commissioners at Loanda,‡ reporting the arrival of that vessel at Loanda, having been towed into port by Her Majesty's ship "Alecto" at the request of her commander.

I likewise transmit a copy of Commander Raby's letter to the Secretary of the Admiralty,§ reporting his having boarded the "J. J. Cobb," and his reasons for having subsequently taken her in tow.

I am, &c.
(Signed) RUSSELL.

No. 328.

Earl Russell to Lord Lyons.

(Extract.)

Foreign Office, February 28, 1862.

MR. ADAMS spoke to me a few days ago on the subject of the African Slave Trade. He deplored the vigour and success with which the Traffic is carried on at Cuba, and

* Class A, No. 83.

† Ibid., No. 85.

‡ Ibid., No. 31.

§ Ibid., No. 84.

placed in my hands a despatch from the United States' Consul at Havana, containing information on this subject similar to that which had already reached Her Majesty's Government from Her Majesty's Consul at Havana.

Mr. Adams went on to say that the Government of the United States would be glad to see our cruizers sent to the coast of Cuba.

I did not give any formal answer, but said that the difficulty lay in the question of the right of search upon which so much correspondence has taken place.

The United States are bound by Treaty to have a squadron with eighty guns on the coast of Africa to intercept and prevent the Slave Trade: they have now only one vessel of twenty-two guns.

No. 329.

Lord Lyons to Earl Russell.—(Received April 8.)

My Lord,

Washington, March 25, 1862.

I HAVE the honour to inclose a copy of a note from Mr. Seward, proposing to me to enter into negotiation with him for the conclusion of a Treaty between Great Britain and the United States for the suppression of the Slave Trade.

I have also the honour to inclose a copy of the answer which I have made to this communication.

I have, as your Lordship will perceive, assured Mr. Seward that Her Majesty's Government have the strongest desire to act in concert with the Government of the United States for this object; and I have informed him that I am quite ready to enter upon the negotiation which he has done me the honour to propose to me.

I have, &c.
(Signed) LYONS.

Inclosure 1 in No. 329.

Mr. Seward to Lord Lyons.

My Lord,

Department of State, Washington, March 22, 1862.

I THINK it is already well known to the Government of Great Britain that the President of the United States is animated by a sincere desire for the complete suppression of the African Slave Trade. On reviewing the history of that trade during the period which has elapsed since the Convention which was entered into between that Government and our own on the 9th day of August, 1842, it has been found that during that time no slaves have been carried into any of the territories of Great Britain, and with the exception of the case of the barque "Wanderer," none have been brought into the United States. But it is equally certain that large numbers of African slaves have been carried into the Colonies of Spain, and that this infamous Traffic has been mainly carried on by persons resident in other countries, including the United States, and under the fraudulent cover of their flag. The operations of the naval forces of the two countries on the Coast of Africa, when prosecuted under the most favourable circumstances, proved very ineffectual; this inefficiency has been recently aggravated by the necessary withdrawal of a considerable part of our own naval force from that coast to suppress a domestic insurrection. The President does not doubt that the Government of Her Britannic Majesty is fully impressed with the importance of this grave subject, and is animated by a desire not less strong than his own, for the suppression of a surreptitious trade which has been justly condemned by all enlightened nations.

Having received instructions to negotiate with you, if possible, some arrangements with a view to that object, I have the honour to inquire of your Lordship, for greater certainty, what is the actual disposition of the British Government upon the question, and whether your Lordship has authority to treat with me upon it in the spirit I have indicated.

If your answer should be favourable, I will have the honour to submit for your consideration the form of a Convention, upon which, if acceptable to your Government, the President would ask the advice and consent of the Senate of the United States.

I have, &c.
(Signed) WILLIAM H. SEWARD.

Inclosure 2 in No. 329.

Lord Lyons to Mr. Seward.

Sir,

Washington, March 22, 1862.

I HASTEN to acknowledge the receipt of your note of this day's date communicating to me the views of the President of the United States with regard to the suppression of the African Slave Trade. In that note you are so good as to inform me that you have received instructions to enter, if possible, into negotiation with me with a view to making more effectual arrangements than those which now exist for combining the efforts of the two countries to put a stop to this trade, and you do me the honour to inquire whether I have authority to treat with you on this subject.

I will say, in the first place, that you do no more than justice to Her Majesty's Government in believing that they are fully persuaded that the President is animated by a sincere and earnest desire for the complete suppression of this inhuman Traffic. Her Majesty's Government have, on their part, the strongest wish to act in concert with the President for the attainment of this object; they believe that it is on the co-operation of the United States that the success of their own persevering labours in the cause must mainly depend; they will be prompt to agree to any stipulations giving increased efficacy to that co-operation. I have no hesitation in declaring that I am ready to enter at once upon the negotiation which you do me the honour to propose to me.

I have, &c.

(Signed) LYONS.

No. 330.

Earl Russell to Lord Lyons.

My Lord,

Foreign Office, April 10, 1862.

I HAVE received your Lordship's despatch of the 25th ultimo, inclosing a copy of a note from Mr. Seward, containing overtures for the negotiation of a Treaty between the British and United States' Governments, having for its object the suppression of the African Slave Trade; and I have to acquaint you that I entirely approve of your reply to Mr. Seward's communication, assuring him of the desire of Her Majesty's Government to act in concert with the Government of the United States in this matter, and of your own readiness to enter at once into negotiations with him for the attainment of the object in view.

You are authorized to make use of the full powers already in your possession for the signature of a Treaty for the suppression of the Slave Trade, reserving, of course, to Her Majesty's Government the right to refuse ratifications should such Treaty appear to them objectionable in its essential provisions.

I am, &c.

(Signed) RUSSELL.

No. 331.

Lord Lyons to Earl Russell.—(Received April 14.)

My Lord,

Washington, March 28, 1862.

I HAVE the honour to inclose a copy of a draft of a Treaty for the Suppression of the Slave Trade, which has been sent to me by Mr. Seward in pursuance of the proposal to enter into negotiation on the subject contained in his note of the 22nd instant.

Mr. Seward's draft contains a clause giving to each Party power to put an end to the Treaty, after the expiration of ten years, on giving one year's notice of the intention to do so. I think that Her Majesty's Government would prefer a Treaty of unlimited duration, and I have accordingly addressed a note to Mr. Seward suggesting that the draft might, in this respect, be amended with great advantage.

I do myself the honour to inclose a copy of my note.

I have, &c.

(Signed) LYONS.

Inclosure 1 in No. 331.

Draft Treaty between Her Majesty and the United States of America, for the Suppression of the African Slave Trade.

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and the United States of America, being desirous to render more effectual the means hitherto adopted for the suppression of the Slave Trade carried on upon the coast of Africa, have deemed it expedient to conclude a Treaty for that purpose, and have named as their Plenipotentiaries, that is to say :

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, &c. ;

And the President of the United States of America, &c. ;

Who, after having communicated to each other their respective full-powers, found in good and due form, have agreed upon and concluded the following Articles :—

ARTICLE I.

The two High Contracting Parties mutually consent that those ships of their respective navies which shall be provided with special Instructions for that purpose, as hereinafter mentioned, may visit such merchant-vessels of the two nations as may, upon reasonable grounds, be suspected of being engaged in the African Slave Trade, or of having been fitted out for that purpose, or of having, during the voyage on which they are met by the said cruisers, been engaged in the African Slave Trade, contrary to the provisions of this Treaty ; and that such cruisers may detain, and send or carry away, such vessels, in order that they may be brought to trial in the manner hereinafter agreed upon.

In order to fix the reciprocal right of search in such a manner as shall be adapted to the attainment of the object of this Treaty, and at the same time avoid doubts, disputes, and complaints, the said right of search shall be understood in the manner and according to the rules following :—

First. It shall never be exercised except by vessels of war, authorized expressly for that object, according to the stipulations of this Treaty.

Secondly. The right of search shall in no case be exercised with respect to a vessel of the navy of either of the two Powers, but shall be exercised only as regards merchant-vessels ; and it shall not be exercised by a vessel of war of either Contracting Party within the limits of a settlement or port, nor within the territorial waters of the other Party.

Thirdly. Whenever a merchant-vessel is searched by a ship of war, the Commander of the said ship shall, in the act of so doing, exhibit to the Commander of the merchant-vessel the special Instructions by which he is duly authorized to search ; and shall deliver to such Commander a certificate, signed by himself, stating his rank in the naval service of his country, and the name of the vessel he commands, and also declaring that the only object of the search is to ascertain whether the vessel is employed in the African Slave Trade, or is fitted up for the said Trade. When the search is made by an officer of the cruiser who is not the Commander, such officer shall exhibit to the Captain of the merchant-vessel a copy of the before-mentioned special Instructions, signed by the Commander of the cruiser ; and he shall in like manner deliver a certificate, signed by himself, stating his rank in the navy, the name of the Commander by whose orders he proceeds to make the search, that of the cruiser in which he sails, and the object of the search, as above described. If it appears from the search that the papers of the vessel are in regular order, and that it is employed on lawful objects, the officer shall enter in the log-book of the vessel that the search has been made in pursuance of the aforesaid special Instructions ; and the vessel shall be left at liberty to pursue its voyage. The rank of the officer who makes the search must not be less than that of Lieutenant in the navy, unless the command, either by reason of death or other cause, is at the time held by an officer of inferior rank.

Fourthly. The reciprocal right of search and detention shall be exercised only within the distance of two hundred miles from the coast of Africa, and to the southward of the thirty-second parallel of north latitude ; and within thirty leagues from the coast of the Island of Cuba.

ARTICLE II.

In order to regulate the mode of carrying the provisions of the preceding Article into execution, it is agreed,—

First. That all the ships of the navies of the two nations which shall be hereafter employed to prevent the African Slave Trade shall be furnished by their respective

Governments with a copy of the present Treaty, of the Instructions for cruisers annexed thereto (marked A), and of the Regulations for the Mixed Courts of Justice annexed thereto, (marked B), which Annexes respectively shall be considered as integral parts of the present Treaty.

Secondly. That each of the High Contracting Parties shall, from time to time, communicate to the other the names of the several ships furnished with such Instructions, the force of each, and the names of their several Commanders. The said Commanders shall hold the rank of Captain in the Navy, or at least that of Lieutenant: it being nevertheless understood that the instructions originally issued to an officer holding the rank of Lieutenant of the Navy, or other superior rank, shall, in case of his death or temporary absence, be sufficient to authorize the officer on whom the command of the vessel has devolved, to make the search, although such officer may not hold the aforesaid rank in the service.

Thirdly. That if at any time the Commander of a cruiser of either of the two nations shall suspect that any merchant-vessel under the escort or convoy of any ship or ships of war of the other nation carries negroes on board, or has been engaged in the African Slave Trade, or is fitted out for the purpose thereof, the Commander of the cruiser shall communicate his suspicions to the Commander of the convoy, who, accompanied by the Commander of the cruiser, shall proceed to the search of the suspected vessel; and in case the suspicions appear well-founded, according to the tenour of this Treaty, then the said vessel shall be conducted or sent to one of the places where the Mixed Courts of Justice are stationed, in order that it may there be adjudicated upon.

Fourthly. It is further mutually agreed, that the Commanders of the ships of the two navies, respectively, who shall be employed on this service, shall adhere strictly to the exact tenour of the aforesaid Instructions.

ARTICLE III.

As the two preceding Articles are entirely reciprocal, the two High Contracting Parties engage mutually to make good any losses which their respective subjects or citizens may incur by an arbitrary and illegal detention of their vessels; it being understood that this indemnity shall be borne by the Government whose cruiser shall have been guilty of such arbitrary and illegal detention; and that the search and detention of vessels specified in the First Article of this Treaty shall be effected only by ships which may form part of the two navies, respectively, and by such of those ships only as are provided with the special Instructions annexed to the present Treaty, in pursuance of the provisions thereof. The indemnification for the damages of which this Article treats shall be paid within the term of one year, reckoning from the day in which the Mixed Court of Justice pronounces its sentence.

ARTICLE IV.

In order to bring to adjudication, with as little delay and inconvenience as possible, the vessels which may be detained according to the tenour of the First Article of this Treaty, there shall be established, as soon as may be practicable, three Mixed Courts of Justice, formed of an equal number of individuals of the two nations, named for this purpose by their respective Governments. These Courts shall reside, one at Sierra Leone; one at the Cape of Good Hope; and one at New York.

But each of the two High Contracting Parties reserves to itself the right of changing, at its pleasure, the place of residence of the Court or Courts held within its own territories.

These Courts shall judge the causes submitted to them according to the provisions of the present Treaty, and according to the Regulations and Instructions which are annexed to the present Treaty, and which are considered an integral part thereof; and there shall be no appeal from their decision.

ARTICLE V.

In case the commanding officer of any of the ships of the navies of either country, duly commissioned according to the provisions of the First Article of this Treaty, shall deviate in any respect from the stipulations of the said Treaty, or from the Instructions annexed to it, the Government which shall conceive itself to be wronged thereby shall be entitled to demand reparation; and in such case the Government to which such commanding officer may belong, binds itself to cause inquiry to be made into the subject of the

complaint, and to inflict upon the said officer a punishment proportioned to any wilful transgression which he may be proved to have committed.

ARTICLE VI.

It is hereby further mutually agreed, that every British or American merchant-vessel which shall be searched by virtue of the present Treaty may lawfully be detained, and sent or brought before the Mixed Courts of Justice established in pursuance of the provisions thereof, if, in her equipment, there shall be found any of the things hereinafter mentioned, namely:—

1st. Hatches with open gratings, instead of the close hatches which are usual in merchant-vessels.

2nd. Divisions or bulk-heads in the hold or on deck, in greater number than are necessary for vessels engaged in lawful trade.

3rd. Spare plank, fitted for laying down as a second or slave-deck.

4th. Shackles, bolts, or handcuffs.

5th. A larger quantity of water in casks or in tanks than is requisite for the consumption of the crew of the vessel as a merchant-vessel.

6th. An extraordinary number of water-casks, or of other vessels for holding liquid; unless the master shall produce a certificate from the Custom-house at the place from which he cleared outwards, stating that a sufficient security had been given by the owners of such vessel that such extra quantity of casks, or of other vessels, should be used only to hold palm oil, or for other purposes of lawful commerce.

7th. A greater number of mess-tubs or kids than requisite for the use of the crew of the vessel as a merchant-vessel.

8th. A boiler, or other cooking apparatus, of an unusual size, and larger, or capable of being made larger, than requisite for the use of the crew of the vessel as a merchant-vessel; or more than one boiler, or other cooking apparatus, of the ordinary size.

9th. An extraordinary quantity of rice, of the flour of Brazil, of manioc or cassada, commonly called farinha, of maize, or of Indian corn, or of any other article of food whatever, beyond the probable wants of the crew; unless such rice, flour, farinha, maize, Indian corn, or other article of food, be entered on the manifest as part of the cargo for trade.

10th. A quantity of mats or matting greater than is necessary for the use of the crew of the vessel as a merchant-vessel, unless such mats or matting be entered on the manifest as part of the cargo for trade.

If it be proved that any one or more of the articles above specified is or are on board, or have been on board during the voyage in which the vessel was captured, that fact shall be considered as *prima facie* evidence that the vessel was employed in the African Slave Trade, and she shall in consequence be condemned and declared lawful prize; unless the master or owners shall furnish clear and incontrovertible evidence, proving to the satisfaction of the Mixed Court of Justice, that at the time of her detention or capture the vessel was employed in a lawful undertaking, and that such of the different articles above specified as were found on board at the time of detention, or as may have been embarked during the voyage on which she was engaged when captured, were indispensable for the lawful object of her voyage.

ARTICLE VII.

If any one of the articles specified in the preceding Article as grounds for condemnation should be found on board a merchant-vessel, or should be proved to have been on board of her during the voyage on which she was captured, no compensation for losses, damages, or expenses consequent upon the detention of such vessel shall in any case be granted either to the master, the owner, or any other person interested in the equipment or in the lading, even though she should not be condemned by the Mixed Court of Justice.

ARTICLE VIII.

It is agreed between the two High Contracting Parties, that in all cases in which a vessel shall be detained under this Treaty, by their respective cruisers, as having been engaged in the African Slave Trade, or as having been fitted out for the purposes thereof, and shall consequently be adjudged and condemned by one of the Mixed Courts of Justice to be established as aforesaid, the said vessel shall, immediately after its condemnation, be broken up entirely, and shall be sold in separate parts, after having been so broken up; unless either of the two Governments should wish to purchase her for the use of its navy

at a price to be fixed by a competent person chosen for that purpose by the Mixed Court of Justice ; in which case the Government whose cruiser shall have detained the condemned vessel shall have the first option of purchase.

ARTICLE IX.

The captain, master, pilot, and crew of vessels condemned by the Mixed Courts of Justice shall be punished according to the laws of the country to which they belong, as shall also the owner or owners, and the persons interested in her equipment or cargo, unless they prove that they had no participation in the enterprise.

For this purpose the two High Contracting Parties agree that, in so far as it may not be attended with grievous expense and inconvenience, the master and crew of any vessel which may be condemned by a sentence of one of the Mixed Courts of Justice, as well as any other persons found on board the vessel, shall be sent and delivered up to the jurisdiction of the nation under whose flag the condemned vessel was sailing at the time of capture ; and that the witnesses and proofs necessary to establish the guilt of such master, crew, or other persons, shall also be sent with them.

The same course shall be pursued with regard to subjects or citizens of either Contracting Party who may be found by a cruiser of the other on board a vessel of any third Power, or on board a vessel sailing without flag or papers, which may be condemned by any competent Court for having engaged in the African Slave Trade.

ARTICLE X.

The negroes who are found on board of a vessel condemned by the Mixed Courts of Justice, in conformity with the stipulations of this Treaty, shall be placed at the disposal of the Government whose cruiser has made the capture ; they shall be immediately set at liberty and shall remain free, the Government to whom they have been delivered guaranteeing their liberty.

ARTICLE XI.

The Acts or Instruments annexed to this Treaty, and which it is mutually agreed shall form an integral part thereof, are as follows:—

(A.) Instructions for the ships of the navies of both nations destined to prevent the African Slave Trade.

(B.) Regulations for the Mixed Courts of Justice.

ARTICLE XII.

The present Treaty shall be ratified, and the ratifications thereof shall be exchanged in from this date, or sooner if possible.

It shall continue and remain in full force for the term of ten years from the day of exchange of the ratifications, and further, until the end of one year after either of the Contracting Parties shall have given notice to the other of its intention to terminate the same, each of the Contracting Parties reserving to itself the right of giving such notice to the other at the end of said term of ten years. And it is hereby agreed between them, that, on the expiration of one year after such notice shall have been received by either from the other Party, this Treaty shall altogether cease and determine.

In witness whereof the respective Plenipotentiaries have signed the present Treaty, and have thereunto affixed the seal of their arms.

Done at

Annex (A) to the Treaty between Great Britain and the United States of America, for the Suppression of the African Slave Trade, signed at

Instructions for the Ships of the British and United States' Navies employed to prevent the African Slave Trade.

ARTICLE I.

The Commander of any ship belonging to the British or United States' navy, which shall be furnished with these Instructions, shall have a right to search and detain any British or United States' merchant-vessel which shall be actually engaged, or suspected to be engaged, in the African Slave Trade, or to be fitted out for the purposes thereof, or to have been engaged in such Trade during the voyage in which she may be met with by such

ship of the British or United States' navy ; and such commander shall thereupon bring or send such merchant-vessel (save in the case provided for in Article V of these Instructions), as soon as possible, for judgment, before one of the three Mixed Courts of Justice established in virtue of the IVth Article of the said Treaty, that is to say :—

If the vessel shall be detained on the Coast of Africa, she shall be brought before that one of the two Mixed Courts of Justice to be established at the Cape of Good Hope and at Sierra Leone which may be nearest to the place of detention, or which the captor, on his own responsibility, may think can be soonest reached from such place.

If the vessel shall be detained on the coast of the Island of Cuba, she shall be brought before the Mixed Court of Justice at New York.

ARTICLE II.

Whenever a ship of either of the two navies, duly authorized as aforesaid, shall meet a merchant-vessel liable to be searched under the provisions of the said Treaty, the search shall be conducted with the courtesy and consideration which ought to be observed between allied and friendly nations; and the search shall, in all cases, be made by an officer holding a rank not lower than that of Lieutenant in the navy ; or by the officer who at the time shall be second in command of the ship by which such search is made.

ARTICLE III.

The Commander of any ship of the two navies, duly authorized as aforesaid, who may detain any merchant-vessel in pursuance of the tenour of the present Instructions, shall leave on board the vessel so detained, the master, the mate or boatswain, and two or three, at least, of the crew ; the whole of the negroes, if any, and all the cargo. The captor shall, at the time of detention, draw up, in writing, a declaration, which shall exhibit the state in which he found the detained vessel ; such declaration shall be signed by himself, and shall be given in or sent, together with the captured vessel, to the Mixed Court of Justice before which such vessel shall be carried or sent for adjudication. He shall deliver to the master of the detained vessel a signed and certified list of the papers found on board the same, as well as a certificate of the number of negroes found on board at the moment of detention.

In the declaration which the captor is hereby required to make, as well as in the certified list of the papers seized, and in the certificate of the number of negroes found on board the detained vessel, he shall insert his own name and surname, the name of the capturing ship, and the latitude and longitude of the place where the detention shall have been made.

The officer in charge of the detained vessel shall, at the time of bringing the vessel's papers into the Mixed Court of Justice, deliver into the Court a certificate signed by himself, and verified on oath, stating any changes which may have taken place in respect to the vessel, her crew, the negroes, if any, and her cargo, between the period of her detention and the time of delivering in such paper.

ARTICLE IV.

If urgent reasons, arising from the length of the voyage, the state of health of the negroes, or any other cause, should require that either the whole or a portion of such negroes should be disembarked before the vessel can arrive at the place at which one of the Mixed Courts of Justice is established, the Commander of the capturing ship may take upon himself the responsibility of so disembarking the negroes, provided the necessity of the disembarkation, and the causes thereof, be stated in a certificate in proper form. Such certificate shall be drawn up and entered at the time on the log-book of the detained vessel.

ARTICLE V.

In case any merchant-vessel detained in pursuance of the present Instructions should prove to be unseaworthy, or in such a condition as not to be taken to one of the three ports where the Mixed Courts of Justice are to be established in pursuance of the Treaty of this date, the Commander of the detaining cruizer may take upon himself the responsibility of abandoning or destroying her, provided the exact causes which made such a step imperatively necessary be stated in a certificate verified on oath. Such certificate shall be drawn up and formally executed in duplicate at the time.

In case of the abandonment or destruction of a detained vessel, the master and crew, together with the negroes and papers found on board, and one copy of the sworn certificate

mentioned in the preceding paragraph of this Article, shall be sent and delivered to the proper Mixed Court of Justice at the earliest possible moment.

The undersigned Plenipotentiaries have agreed, in conformity with the XIth Article of the Treaty signed by them on this day, that the present Instructions shall be annexed to the said Treaty, and be considered an integral part thereof.

Done at the of , one thousand eight hundred and sixty-

Annex (B) to the Treaty between Great Britain and the United States of America, for the Abolition of the African Slave Trade, signed at

Regulations for the Mixed Courts of Justice.

ARTICLE I.

The Mixed Courts of Justice to be established under the provisions of the Treaty, of which these Regulations are declared to be an integral part, shall be composed in the following manner:—

The two High Contracting Parties shall each name a Judge and an Arbitrator, who shall be authorized to hear and to decide, without appeal, all cases of capture or detention of vessels which, in pursuance of the stipulations of the aforesaid Treaty, shall be brought before them.

The Judges and the Arbitrators shall, before they enter upon the duties of their office, respectively make oath before the principal Magistrate of the place in which such Courts shall respectively reside, that they will judge fairly and faithfully; that they will have no preference either for claimant or for captor; and that they will act in all their decisions in pursuance of the stipulations of the aforesaid Treaty.

There shall be attached to each of such Courts a Secretary or Registrar, who shall be appointed by the Party in whose territories such Court shall reside.

Such Secretary or Registrar shall register all the acts of the Court to which he is appointed; and shall, before he enters upon his office, make oath, before the Court, that he will conduct himself with due respect for its authority, and will act with fidelity and impartiality in all matters relating to his office.

The salaries of the Judges and Arbitrators shall be paid by the Governments by whom they are appointed.

The salaries of the Secretaries or Registrars of the two Courts to be established in the territories of Great Britain shall be paid by Her Britannic Majesty; and that of the Secretary or Registrar of the Court to be established in the territories of the United States shall be paid by the United States' Government.

Each of the two Governments shall defray half of the aggregate amount of the other expenses of such Courts.

ARTICLE II.

The expenses incurred by the officer charged with the reception, maintenance, and care of the detained vessel, negroes, and cargo, and with the execution of the sentence, and all disbursements occasioned by bringing a vessel to adjudication, shall in case of condemnation, be defrayed from the funds arising out of the sale of the materials of the vessel, after the vessel shall have been broken up, of the ship's stores, and of such parts of the cargo as shall consist of merchandize. And in case the proceeds arising out of this sale should not prove sufficient to defray such expenses, the deficiency shall be made good by the Government of the country within whose territories the adjudication shall have taken place.

If the detained vessel shall be released, the expenses occasioned by bringing her to adjudication shall be defrayed by the captor, except in the cases specified and otherwise provided for under Article VII of the Treaty to which these Regulations form an Annex, and under VII of these Regulations.

ARTICLE III.

The Mixed Courts of Justice are to decide upon the legality of the detention of such vessels as the cruisers of either nation shall detain, in pursuance of the said Treaty.

The said Courts shall adjudge definitively and without appeal, all questions which shall arise out of the capture and detention of such vessels.

The proceedings of the Courts shall take place as summarily as possible ; and for this purpose the Courts are required to decide each case, as far as may be practicable, within the space of twenty days, to be dated from the day on which the detained vessel shall have been brought into the port where the deciding Court shall reside.

The final sentence shall not, in any case, be delayed beyond the period of two months, either on account of the absence of witnesses, or for any other cause, except upon the application of any of the parties interested ; but in that case, upon such party or parties giving satisfactory security that they will take upon themselves the expense and risks of the delay, the Courts may, at their discretion, grant an additional delay, not exceeding four months.

Either party shall be allowed to employ such Counsel as he may think fit, to assist him in the conduct of his cause.

All the acts and essential parts of the proceedings of the said Courts shall be committed to writing and placed upon record.

ARTICLE IV.

The form of the process, or mode of proceeding to judgment, shall be as follows :—

The Judges appointed by the two Governments, respectively, shall in the first place proceed to examine the papers of the detained vessel, and shall take the depositions of the master or commander, and of two or three, at least, of the principal individuals on board of such vessel ; and shall also take the declaration on oath of the captor, if it should appear to them necessary to do so, in order to judge and to pronounce whether the said vessel has been justly detained or not, according to the stipulations of the aforesaid Treaty, and in order that, according to such judgment, the vessel may be condemned or released. In the event of the two Judges not agreeing as to the sentence which they ought to pronounce in any case brought before them, whether with respect to the legality of the detention, or the liability of the vessel to condemnation, or as to the indemnification to be allowed, or as to any other question which may arise out of the said capture ; or in case any difference of opinion should arise between them as to the mode of proceeding in the said Court, they shall draw by lot the name of one of the two Arbitrators so appointed as aforesaid, which Arbitrator, after having considered the proceedings which have taken place, shall consult with the two Judges on the case ; and the final sentence or decision shall be pronounced conformably to the opinion of the majority of the three.

ARTICLE V.

If the detained vessel shall be restored by the sentence of the Court, the vessel and the cargo, in the state in which they shall then be found (with the exception of the negroes found on board, if such negroes shall have been previously disembarked under the provisions of Articles IV and V of the Instructions annexed to the Treaty of this date), shall forthwith be given up to the master, or to the person who represents him ; and such master or other person may, before the same Court, claim a valuation of the damages which he may have a right to demand. The captor himself, and in his default his Government, shall remain responsible for the damages to which the master of such vessel, or the owners either of the vessel or of her cargo, may be pronounced to be entitled.

The two High Contracting Parties bind themselves to pay, within the term of a year from the date of the sentence, the costs and damages which may be awarded by the Court ; it being mutually agreed that such costs and damages shall be paid by the Government of the country of which the captor shall be subject.

ARTICLE VI.

If the detained vessel shall be condemned, she shall be declared lawful prize, together with her cargo, of whatever description it may be, with the exception of the negroes who shall have been brought on board for the purpose of trade ; and the said vessel, subject to the stipulations in the VIIIth Article of the Treaty of this date, shall, as well as her cargo, be sold by public sale for the profit of the two Governments, subject to the payment of the expenses hereinafter mentioned.

The negroes who may not previously have been disembarked, shall receive from the Court a certificate of emancipation, and shall be delivered over to the Government to whom the cruiser which made the capture belongs, in order to be forthwith set at liberty.

ARTICLE VII.

The Mixed Courts of Justice shall also take cognizance of, and shall decide definitively

and without appeal, all claims for compensation on account of losses occasioned to vessels and cargoes which shall have been detained under the provisions of this Treaty, but which shall not have been condemned as legal prize by the said Courts; and in all cases wherein restitution of such vessels and cargoes shall be decreed, save as mentioned in the VIIth Article of the Treaty to which these Regulations form an Annex, and in a subsequent part of these Regulations, the Court shall award to the claimant or claimants, or to his or their lawful attorney or attorneys, for his or their use, a just and complete indemnification for all costs of suit, and for all losses and damages which the owner or owners may have actually sustained by such capture and detention: and it is agreed that the indemnification shall be as follows:—

First. In case of total loss, the claimant or claimants shall be indemnified,—

(A.) For the ship, her tackle, equipment, and stores.

(B.) For all freights due and payable.

(C.) For the value of the cargo of merchandize, if any, deducting all charges and expenses which would have been payable upon the sale of such cargo, including commission of sale.

(D.) For all other regular charges in such case of total loss.

Secondly. In all other cases (save as hereinafter mentioned) not of total loss, the claimant or claimants shall be indemnified,—

(A.) For all special damages and expenses occasioned to the ship by the detention, and for loss of freight, when due or payable.

(B.) For demurrage when due, according to the Schedule annexed to the present Article.

(C.) For any deterioration of the cargo.

(D.) For all premium of insurance on additional risks.

The claimant or claimants shall be entitled to interest at the rate of 5 (five) per cent. per annum on the sum awarded, until such sum is paid by the Government to which the capturing ship belongs. The whole amount of such indemnifications shall be calculated in the money of the country to which the detained vessel belongs, and shall be liquidated at the exchange current at the time of the award.

The two High Contracting Parties, however, have agreed, that if it shall be proved to the satisfaction of the Judges of the two nations, and without having recourse to the decision of an Arbitrator, that the captor had been led into error by the fault of the master or commander of the detained vessel, the detained vessel, in that case, shall not have the right of receiving, for the time of her detention, the demurrage stipulated by the present Article, nor any other compensation for losses, damages, or expenses consequent upon such detention.

Schedule of demurrage, or daily allowance for a vessel of

100 tons to 120 inclusive, £5 per diem.

121	„	150	„	6	„
151	„	170	„	8	„
171	„	200	„	10	„
201	„	220	„	11	„
221	„	250	„	12	„
251	„	270	„	14	„
271	„	300	„	15	„

and so on in proportion.

ARTICLE VIII.

Neither the Judges nor the Arbitrators, nor the Secretaries or Registrars of the Mixed Courts of Justice, shall demand or receive from any of the parties concerned in the cases which shall be brought before such Courts, any emolument or gift, under any pretext whatsoever, for the performance of the duties which such Judges, Arbitrators, and Secretaries or Registrars, have to perform.

ARTICLE IX.

The two High Contracting Parties have agreed that, in the event of the death, sickness, absence on leave, or any other legal impediment, of one or more of the Judges or Arbitrators composing the above-mentioned Courts respectively, the post of such Judge or Arbitrator shall be supplied, *ad interim*, in the following manner:—

First. On the part of Her Britannic Majesty, and in those Courts which shall sit

within the possessions of Her said Majesty :—if the vacancy be that of the British Judge, his place shall be filled by the British Arbitrator ; and either in that case, or in case the vacancy be originally that of the British Arbitrator, the place of such Arbitrator shall be filled by the Governor or Lieutenant-Governor resident in such possession ; in his unavoidable absence, by the principal Magistrate of the same ; or in the unavoidable absence of the principal Magistrate, by the Secretary of the Government ; and the said Court, so constituted as above, shall sit, and in all cases brought before it for adjudication shall proceed to adjudge the same, and to pass sentence accordingly.

Secondly, on the part of Great Britain, and in that Court which shall sit within the territories of the United States of America :—if the vacancy be that of the British Judge, his place shall be filled by the British Arbitrator ; and either in that case, or in case the vacancy be originally that of the British Arbitrator, his place shall be filled by the British Consul, or in the unavoidable absence of the Consul, by the British Vice-Consul ; and in case the vacancy be both of the British Judge and of the British Arbitrator, then the vacancy of the British Judge shall be filled by the British Consul, and that of the British Arbitrator by the British Vice-Consul. But if there be no British Consul or Vice-Consul to fill the place of British Arbitrator, then the United States' Arbitrator shall be called in, in those cases in which the British Arbitrator would be called in ; and in case the vacancy be both of the British Judge and of the British Arbitrator, and there be neither British Consul nor Vice-Consul to fill, *ad interim*, the vacancies, then the United States' Judge and Arbitrator shall sit, and in all cases brought before them for adjudication shall proceed to adjudge the same, and pass sentence accordingly.

Thirdly. On the part of the United States, and in that Court which shall sit within their territories :—if the vacancy be that of the United States' Judge, his place shall be filled by the United States' Arbitrator ; and either in that case, or in case the vacancy be originally that of the United States' Arbitrator, the place of such Arbitrator shall be filled by and the said Court, so constituted as above, shall sit, and in all cases brought before them for adjudication shall proceed to adjudge the same, and pass sentence accordingly.

Fourthly. On the part of the United States of America, and in those Courts which shall sit within the possessions of Her Britannic Majesty :—if the vacancy be that of the United States' Judge, his place shall be filled by the United States' Arbitrator ; and either in that case, or in case the vacancy be originally that of the United States' Arbitrator, his place shall be filled by the United States' Consul, or in the unavoidable absence of the Consul, by the United States' Vice-Consul. In case the vacancy be both of the United States' Judge and of the United States' Arbitrator, then the vacancy of the Judge shall be filled by the United States' Consul, and that of the United States' Arbitrator by the United States' Vice-Consul. But if there be no United States' Consul or Vice-Consul to fill the place of the United States' Arbitrator, then the British Arbitrator shall be called in, in those cases in which the United States' Arbitrator would be called in ; and in case the vacancy be both of the United States' Judge and of the United States' Arbitrator, and there be neither United States' Consul nor Vice-Consul to fill, *ad interim*, the vacancies, then the British Judge and the British Arbitrator shall sit, and, in all cases brought before them for adjudication, shall proceed to adjudge the same, and pass sentence accordingly.

The chief authority of the place in the territories of either High Contracting Party where the Mixed Courts of Justice shall sit, shall, in the event of a vacancy arising, either of the Judge or the Arbitrator of the other High Contracting Party, forthwith give notice of the same by the most expeditious method in his power to the Government of that other High Contracting Party, in order that such vacancy may be supplied at the earliest possible period. And each of the High Contracting Parties agrees to supply definitively, as soon as possible, the vacancies which may arise in the above-mentioned Courts from death, or from any other cause whatever.

The undersigned Plenipotentiaries have agreed, in conformity with the XIth Article of the Treaty signed by them on this day, that the preceding Regulations shall be annexed to the said Treaty, and considered an integral part thereof.

Done at _____, the _____ of _____ in the year one thousand eight hundred and sixty-_____.

Inclosure 2 in No. 331.

Lord Lyons to Mr. Seward.

Sir,

Washington, March 28, 1862.

I HAVE given my best attention to the draft of a Treaty for the Suppression of the African Slave Trade, which you have done me the honour to lay before me in pursuance of the proposal made to me in your note of the 22nd of this month.

I frankly confess that I think that in one respect the draft might be amended with great advantage. The last clause limits the duration of the Treaty; would not a Treaty of unlimited duration correspond more exactly to the sentiments and intentions of the two Governments? Would it not have a greater moral effect as expressing emphatically an irrevocable determination to suppress this inhuman Traffic?

I will only add that, in submitting these considerations to you, I am very far from desiring to obstruct or retard the progress of the negotiation:

I have, &c.
(Signed) LYONS.

No. 332.

Lord Lyons to Earl Russell.—(Received April 15.)

(Extract.)

Washington, March 31, 1862.

I HAVE the honour to inclose a copy of a note which I have just received from Mr. Seward, in answer to that in which I suggested an amendment in the draft of a Treaty for the Suppression of the Slave Trade which he submitted to me, and of which a copy was inclosed in my despatch to your Lordship of the 28th instant.

I proposed, as your Lordship will recollect, to strike out the clause reserving to each Party the right to put an end to the Treaty after the expiration of ten years from the exchange of the ratifications. Mr. Seward considers it advisable to retain this clause, and declares that he is ready to conclude the Treaty with me at once, if my objection to the clause be not insurmountable.

I do not think that the difference between a Treaty of which the duration is unlimited, and a Treaty terminable after ten years, will be found in practice to be of any importance. At all events, as the Treaty proposed by Mr. Seward corresponds exactly in every other particular to the views of Her Majesty's Government, I do not think that your Lordship would wish to risk the success of the negotiation by insisting upon my amendment. If, therefore, after again conferring personally with Mr. Seward, I shall find that he attaches great importance to the clause, I shall not hesitate to consent to its being retained.

Inclosure in No. 332.

*Mr. Seward to Lord Lyons.*My Lord, *Department of State, Washington, March 31, 1862.*

YOUR Lordship's note of the 28th, suggesting a modification of the Treaty for the suppression of the Slave Trade, which I had previously submitted for your Lordship's consideration, has been submitted to the President.

The object of the proposed Treaty is a special one, and it is hoped, and even confidently believed, that if the proposed Treaty should go into effect, and be faithfully and vigorously executed, the African Slave Trade will be brought to an end within the term of ten years proposed as the limitation of the Treaty. On the contrary, should the flagrant Traffic survive that long period, it may easily be seen that then some new and probably different means from that which the Treaty proposes will have become necessary for the vindication of the cause of humanity in common.

Understanding by your note that the objection you have taken is not an insurmountable one, I shall be ready to execute the Treaty with you in the form at first proposed.

I am, &c.
(Signed) WILLIAM H. SEWARD.

No. 333.

Earl Russell to Lord Lyons.

My Lord,

Foreign Office, April 17, 1862.

I HAVE received your despatch of the 28th ultimo, inclosing the draft of a Treaty for the suppression of the Slave Trade, which has been sent to you by Mr. Seward, in pursuance of the proposals for entering into negotiations with you on this subject contained in his note of the 22nd of March last.

I have to acquaint your Lordship that I approve the note which you addressed to Mr. Seward, submitting for the consideration of the United States' Government whether the clause in the proposed Treaty which limits its duration to ten years would not be better omitted.

In other respects, Her Majesty's Government entirely approve the stipulations of the Treaty and of its two Annexes, and I have to desire that your Lordship will sign the Treaty forthwith, if possible without the limit of duration, but if that is not attainable, with the limitation as proposed by Mr. Seward.

I am, &c.
(Signed) RUSSELL.

No. 334.

Lord Lyons to Earl Russell.—(Received April 23.)

My Lord,

Washington, April 7, 1862.

I HAVE the honour to transmit to your Lordship a Treaty for the suppression of the Slave Trade, which has been this day signed by myself, as Her Majesty's Plenipotentiary, and by Mr. Seward, as Plenipotentiary of the United States.

With the exception of a verbal correction in the first sentence of Article IX, it is identical with the draft proposed by Mr. Seward, of which a copy was transmitted to your Lordship with my despatch of the 28th ultimo.

It provides that the ratifications shall be exchanged in London in six months, or sooner if possible.

The President has not, however, as your Lordship is aware, the power to ratify a Treaty without the consent of the Senate; and it requires a majority of two-thirds of the Senators present to give that consent.

Mr. Seward informed me that he should submit the Treaty which we had signed to the Senate with the least possible delay; and that although it was impossible to ascertain positively beforehand what the decision of that body would be, he felt confident that the majority necessary for the ratification would be obtained.

Treaties are discussed by the Senate in secret session.

I have, &c.
(Signed) LYONS.

No. 335.

Earl Russell to Lord Lyons.

My Lord,

Foreign Office, April 26, 1862.

I HAVE received your Lordship's despatch of the 7th instant; and I have to acquaint your Lordship that I approve of your having signed the Treaty for the suppression of the Slave Trade proposed to you by Mr. Seward, which accompanied that despatch.

The Treaty in question will be ratified by Her Majesty if no alterations are introduced into it by the United States' Senate.

I am &c.
(Signed) RUSSELL.

No. 336.

Lord Lyons to Earl Russell.—(Received May 10.)

My Lord,

Washington, April 25, 1862.

I HAVE the honour to inclose a copy of a note from Mr. Seward, informing me that the Senate of the United States approved yesterday, by an unanimous vote, the Treaty for the suppression of the Slave Trade which I signed with him on the 7th instant. I have also the honour to inclose a copy of a note to Mr. Seward by which I have acknowledged this communication.

Mr. Seward informed me to-day, verbally, that the ratification of the United States would be sent to London as soon as it could be engrossed. He was, he said, afraid it could hardly be got ready before this day week, but he hoped to be able to send a messenger with it to Mr. Adams by that time at latest. He attached great importance to the exchange of the ratifications being effected as soon as possible, in order that the legislative measures for carrying out the stipulations might be passed by Congress before the adjournment of that body. Mr. Seward expressed also an earnest desire that the Treaty should be brought into practical operation at the earliest possible moment.

I have, &c.

(Signed) LYONS.

Inclosure 1 in No. 336.*Mr. Seward to Lord Lyons.*

My Lord,

Washington, April 24, 1862.

I HAVE the honour to inform you that the Treaty for the suppression of the African Slave Trade has this day been approved by an unanimous vote of the Senate of the United States.

I avail myself of this occasion to tender to you my cordial congratulations on this auspicious event, and to renew, &c.

(Signed)

WILLIAM H. SEWARD

Inclosure 2 in No. 336.*Lord Lyons to Mr. Seward.*

Sir,

Washington, April 24, 1862.

IT is with no ordinary satisfaction that I hasten to offer to you my acknowledgment for your note of this day's date, informing me that the Senate of the United States has approved by an unanimous vote the Treaty for the suppression of the Slave Trade which I had the honour to sign with you on the 7th of this month.

In thanking you cordially for the gratifying terms in which you have conveyed this information to me, I cannot but express my confident hope that the happiest results will follow the united efforts of the two nations in the cause of humanity.

I have, &c.

(Signed) LYONS.

No. 337.*Earl Russell to Lord Lyons.*

My Lord,

Foreign Office, May 10, 1862.

I HAVE received your Lordship's despatch of the 25th of April, reporting that the Senate had unanimously approved the Treaty for the suppression of the Slave Trade, signed by you and Mr. Seward on the 7th of April, that Mr. Seward had informed you that the ratification of the President would be sent to London as soon as it could be engrossed, and that Mr. Seward attached great importance to the exchange of the ratifications being effected as soon as possible, in order that the Legislative measures for carrying out the stipulations of the Treaty might be passed by Congress before the adjournment of that Body.

Her Majesty's Government have received this information with the greatest satisfac-

tion, and are glad to take this opportunity of expressing to your Lordship their entire approval of the judicious manner in which you have carried through this important negotiation.

You will acquaint Mr. Seward that Her Majesty's ratification of the Treaty is being prepared, and that it will be ready to be exchanged with the ratification of the President as soon as Mr. Adams shall have acquainted me that the latter has arrived in this country.

I am, &c.
(Signed) RUSSELL.

No. 338.

Lord Lyons to Earl Russell.—(Received May 17.)

My Lord,

Washington, May 6, 1862.

THE United States' ratification of the Treaty for the suppression of the Slave Trade signed by Mr. Seward and me on the 7th ultimo, was dispatched to New York yesterday, and is to go on to England by the same packet which will convey this despatch to your Lordship. I understand that, notwithstanding great diligence, it was impossible to complete the engrossing sooner.

I have, &c.
(Signed) LYONS.

No. 339.

Earl Russell to Lord Lyons.

My Lord,

Foreign Office, May 23, 1862.

IT was with great satisfaction that Her Majesty's Government proceeded to the ratification of the Slave Trade Treaty. The Treaty has since been laid before both Houses of Parliament by Her Majesty's command.

The conduct of Mr. Seward in promoting the conclusion of this Treaty has obtained general approbation in this country. The readiness which he evinced to encounter the prejudices hitherto fatal to all attempts to agree upon effectual measures for the suppression of the Slave Trade is highly creditable, and will hereafter be considered as one of the main causes of the abolition of that detestable Traffic.

I am, &c.
(Signed) RUSSELL.

No. 340.

Lord Lyons to Earl Russell.—(Received June 26.)

My Lord,

Washington, June 11, 1862.

I TOOK an opportunity on the 7th instant of speaking to Mr. Seward in the terms of your Lordship's despatch of the 23rd ultimo, on the sense entertained by Her Majesty's Government of his conduct in promoting the conclusion of the Slave Trade Treaty of the 7th of April.

Mr. Seward expressed his satisfaction at the appreciation of his desire to co-operate with Great Britain for the suppression of the Traffic. He said that measures would be taken without loss of time to obtain from Congress the means of putting the Treaty into execution. Mr. Seward afterwards sent me a copy of a despatch which he wrote to Mr. Adams on receiving Her Majesty's ratification of the Treaty. I have the honour to transmit a copy to your Lordship herewith.

I have, &c.
(Signed) LYONS.

Inclosure in No. 340.

Mr. Seward to Mr. Adams.

Sir,

Department of State, Washington, June 7, 1862.

YOUR despatch of May 22 has been received, together with the duplicate and ratified Treaty for the suppression of the Slave Trade. These papers were brought to me by Captain Schultz, to whose care, with the approval of Earl Russell, you have confided them. The Treaty will be immediately proclaimed.

You will express to Earl Russell the satisfaction with which the President has learnt that Her Majesty's Government has given a prompt and cordial adhesion to a measure which he hopes and believes will bring to a speedy end an unlawful and inhuman Traffic, whose calamities, while they have fallen most heavily on two continents, have afflicted the whole world.

I am, &c.

(Signed) WILLIAM H. SEWARD.

No. 341.

Lord Lyons to Earl Russell.—(Received June 26.)

My Lord,

Washington, June 13, 1862.

I HAVE the honour to inform your Lordship that on the day before yesterday the House of Representatives received a Message from the President, transmitting a copy of the Slave Trade Treaty of the 7th April, and recommending that such legislation as is necessary to carry it into effect be enacted as soon as may comport with the convenience of Congress.

I have, &c.

(Signed) LYONS.

No. 342.

Earl Russell to Mr. Stuart.

Sir,

Foreign Office, July 5, 1862.

I TRANSMIT to you herewith copies of a letter and its inclosures from Rear-Admiral Sir Baldwin Walker, the Commander-in-chief of Her Majesty's naval forces on the Cape of Good Hope Station,* reporting the circumstances under which the United States' ship "*Storm King*" was visited by a boat from Her Majesty's ship "*Penguin*" on suspicion of her being engaged in the Slave Trade.

As the master of the "*Storm King*" complained of having been detained, and may possibly make a representation to the United States' Government on the subject, I have to desire that you will communicate to Mr. Seward the particulars of the detention as reported by the Commander of the "*Penguin*."

I am, &c.

(Signed) RUSSELL.

No. 343.

Mr. Stuart to Earl Russell.—(Received July 11.)

My Lord,

Washington, June 26, 1862.

I HAVE the honour to state, with reference to Lord Lyons' despatch dated the 13th instant, that Mr. Seward informed me this morning that the necessary appropriations required from Congress for carrying into effect the provisions of the Slave Trade Treaty of the 7th April will be passed in the course of the next few days.

I have, &c.

(Signed) W. STUART.

No. 344.

Earl Russell to Mr. Stuart.

Sir,

Foreign Office, July 26, 1862.

I TRANSMIT to you herewith a copy of a despatch from Her Majesty's Commissioners at Loanda,* reporting the capture, by Her Majesty's ship "Griffon," on the 27th of March last, of a barque and schooner, without name or colours, fully equipped for the Slave Trade, off Black Point, on the West Coast of Africa.

As the barque in question is stated to have left New York on the 1st of December last, it will be right that the Government of the United States should be made acquainted with this capture, and I have accordingly to desire that you will communicate the substance of the Commissioners' report to Mr. Seward.

I am, &c.
(Signed) RUSSELL.

No. 345.

Mr. Stuart to Earl Russell.—(Received August 4.)

My Lord,

Washington, July 20, 1862.

I HAVE the honour to inclose a copy of the "Act to carry into effect the Treaty between the United States and Her Britannic Majesty for the Suppression of the African Slave Trade."

I have, &c.
(Signed) W. STUART.

Inclosure in No. 345.

An Act to carry into Effect the Treaty between the United States and Her Britannic Majesty for the Suppression of the African Slave Trade.

BE it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That to carry into effect the provisions of the Treaty between the United States and Her Britannic Majesty for the suppression of the African Slave Trade, the President be and he is hereby authorized to nominate, and by and with the advice and consent of the Senate to appoint, a Judge and also an Arbitrator on the part of the United States to reside at New York; a Judge and also an Arbitrator to reside at Sierra Leone; and a Judge and also an Arbitrator to reside at the Cape of Good Hope.

Sec. 2. And be it further enacted, That the said Judge at New York shall be paid at the rate of two thousand five hundred dollars, and the said Arbitrator there at the rate of one thousand dollars a-year; and the said Judges at Sierra Leone and the Cape of Good Hope shall be paid at the rate of two thousand five hundred dollars a-year, respectively, and the said Arbitrators at these two places at the rate of two thousand dollars a-year, respectively; the said salaries to begin with the acceptance of their commissions by the said Judges and Arbitrators respectively.

Sec. 3. And be it further enacted, That the Judge of the Court at New York, whose appointment is authorized by this Act, shall have power to appoint a Clerk or Registrar to the said Court, who shall receive such fees for his services as are allowed by law to the Clerk of the Court of the United States for the Southern District of New York for similar services; and it shall be the duty of the Marshal of the Southern District of New York, and he is hereby authorized, to serve all processes and execute all orders and decrees of the said Court, for which he shall be allowed fees in the discretion of the Judge of the said Court.

Sec. 4. And be it further enacted, That all Acts and parts of Acts of Congress inconsistent with the stipulations of the Treaty aforesaid, and with the present Act, be, and the same are hereby repealed.

Approved, July 11, 1862.

No. 346.

*Earl Russell to Mr. Stuart.**Foreign Office, August 16, 1862.*

Sir,

I TRANSMIT to you, for communication to the United States' Government, an extract of a letter from Commodore Edmonstone to Rear-Admiral Sir B. Walker,* containing intelligence respecting the Slave Trade on the West Coast of Africa.

I am, &c.
(Signed) RUSSELL.

No. 347.

Earl Russell to Mr. Stuart.

Sir,

Foreign Office, August 23, 1862.

I TRANSMIT to you, for your information, a copy of a letter addressed by Commander Wratislaw, of Her Majesty's ship "Ranger," to Commodore Edmonstone,† which has been communicated to this Department by the Board of Admiralty, reporting his having boarded on the 23rd of May last the American barque "Clarissa," bound to the River Congo.

I take this opportunity of informing you that at the end of last year an application was made by the United States' Consul at Zante to the Resident in that island for the assistance of the Ionian authorities to enable him to detain the papers of the "Clarissa," which vessel he suspected to be about to engage in the Slave Trade.

As, however, the "Clarissa" had not made her appearance at any of the Ionian ports, no opportunity was afforded the authorities of complying with the wishes of the United States' Consul in this matter.

I have to desire that you will communicate to the United States' Government the foregoing particulars regarding this vessel.

I am, &c.
(Signed) RUSSELL.

No. 348.

Mr. Stuart to Earl Russell.—(Received August 24.)

My Lord,

Washington, August 11, 1862.

WITH reference to your Lordship's despatch of the 26th ultimo, I have the honour to inclose herewith copies of the note which I addressed to Mr. Seward, and of his reply thereto, relative to the capture off Black Point, on the West Coast of Africa, in March last, by Her Majesty's ship "Griffon," of a barque and schooner, without name or colours, fully equipped for the Slave Trade.

I have, &c.
(Signed) W. STUART.

Inclosure 1 in No. 348.

Mr. Stuart to Mr. Seward.

Sir,

Washington, August 10, 1862.

THE inclosed copy of a despatch from Her Majesty's Commissioners at Loanda‡ relates to the capture by Her Majesty's ship "Griffon," on the 27th of March last, of a barque and schooner, without name or colours, fully equipped for the Slave Trade, off Black Point on the West Coast of Africa.

I have been instructed by Earl Russell to communicate this capture to you, as of interest to the Government of the United States, in consequence of the barque in question having been stated to have left New York on the 1st of December last.

I have, &c.
(Signed) W. STUART.

Inclosure 2 in No. 348.

Mr. Seward to Mr. Stuart.

Sir,

Department of State, Washington, August 11, 1862.

I HAVE the honour to acknowledge the receipt of your note of yesterday, accompanied by a copy of a despatch from Her Majesty's Commissioners at Loanda to Earl Russell, announcing the capture off Black Point, on the West Coast of Africa, by Her Majesty's ship "Griffon," on the 27th of March last, of a barque and schooner, without name or colours, fully equipped for the Slave Trade.

In reply, I have to thank you for the information thus communicated, which is, in every respect, entirely acceptable and gratifying.

I have, &c.

(Signed) WILLIAM H. SEWARD.

No. 349.

Earl Russell to Mr. Stuart.

Sir,

Foreign Office, August 30, 1862.

I TRANSMIT to you herewith, for communication to the Government of the United States, a copy of the instructions which it is intended to furnish to the Commanders of Her Majesty's cruisers who may be employed in carrying out the provisions of the Treaty recently concluded between Her Majesty's Government and the Government of the United States for the suppression of the African Slave Trade.

I also inclose a list of the several ships employed on the African, North American, and West Indian stations, whose commanders will be authorized to act under this Treaty, stating also the names of the commanders and the force of each vessel; and I have to desire that you will request the United States' Government to furnish you with a similar list of United States' cruisers.

I have, at the same time, to desire that you will inform Mr. Seward that Her Majesty's Government have already Mixed Commission Courts established at Sierra Leone and the Cape of Good Hope, and that, by the next mail from this country, the officers in those Courts will be authorized and instructed to adjudicate in the cases of any vessels that may be brought before them under the provisions of this Treaty.

As regards the Court to be established at New York, Mr. Archibald, Her Majesty's Consul in that city, will be appointed to the office of Her Majesty's Judge, and Mr. Ryder, now Her Majesty's Arbitrator in the Mixed Commission Court at the Havana, will be appointed in a similar capacity at New York.

In making known these appointments to the United States' Government, you will state that Her Majesty's Government are only now waiting the appointment of officers on the part of the American Government to the Courts to be established at the Cape of Good Hope and Sierra Leone, in order to issue the necessary instructions to Her Majesty's cruisers to carry out the stipulations of the Treaty between the two countries.

An officer, in whose discretion and judgment Her Majesty's Government have every confidence, will be appointed in a few days to the command of Her Majesty's naval forces on the West Coast of Africa, and he will, it is expected, take his departure from this country towards the end of the month of September next. It will be important that he should take out with him the instructions for the squadron to act under the Treaty, and you will, therefore, ask Mr. Seward whether there will be any objection on the part of the United States' Government to the necessary instructions being sent out by that officer, or whether they would wish that the operations of the squadron should be delayed until they are assured of the arrival at their post of the officers appointed on the part of the United States' Government to the Mixed Commission Courts on the African coast.

I should be glad to be made acquainted with the decision of the United States' Government on this matter with as little delay as possible.

I am, &c.

(Signed) RUSSELL.

No. 350.

Mr. Stuart to Earl Russell.—(Received September 18.)

My Lord,

Washington, September 4, 1862.

IN compliance with the instructions conveyed to me in your Lordship's despatch of the 16th ultimo, I lost no time in communicating to Mr. Seward a copy of the extract, with which I had been furnished by your Lordship, of a letter from Commodore Edmonstone to Rear-Admiral Sir Baldwin Walker, relative to the Slave Trade on the West Coast of Africa. I have the honour to inclose herewith a copy of my note, as well as of Mr. Seward's reply, expressing his satisfaction at the tribute paid by Commodore Edmonstone to the efficacy of the measures taken by the United States' Government.

I have, &c.

(Signed) W. STUART.

Inclosure 1 in No. 350.

Mr. Stuart to Mr. Seward.

Sir,

Washington, September 2, 1862.

I HAVE been instructed by Earl Russell to communicate to you, for the information of the United States' Government, the accompanying extract of a letter from Commodore Edmonstone to Rear-Admiral Sir Baldwin Walker, containing intelligence respecting the Slave Trade on the West Coast of Africa.

You will observe with satisfaction that the present suspension of that obnoxious Traffic is attributed to the severe measures which have been lately taken by the United States' Government to punish persons engaged in it.

I avail, &c.

(Signed) W. STUART.

Inclosure 2 in No. 350.

Mr. Seward to Mr. Stuart.

Sir,

Department of State, Washington, September 4, 1862.

I HAVE the honour to acknowledge the receipt of your note of the 2nd instant, with the accompanying extract of a letter from Commodore Edmonstone to Rear-Admiral Sir Baldwin Walker, on the subject of the African Slave Trade, and to inform you in reply that you are entirely correct in supposing that I would learn with satisfaction that the present suspension of that obnoxious Traffic may be ascribed to the measures which have been taken in this country towards punishing those engaged in it.

I have, &c.

(Signed) WILLIAM H. SEWARD.

No. 351.

Earl Russell to Mr. Stuart.

Sir,

Foreign Office, October 6, 1862.

I TRANSMIT to you, for your information, a copy of a letter from Commodore Edmonstone,* with its inclosure, reporting the boarding of the American barque "Seamew" by Her Majesty's ship "Arrogant," off Mangue Grande, to prove her nationality.

I am, &c.

(Signed) RUSSELL.

No. 352.

Earl Russell to Mr. Stuart.

Sir,

Foreign Office, October 11, 1862.

I TRANSMIT to you herewith, for your information, copies of a letter and its inclosure from Commodore Edmonstone to the Secretary to the Admiralty,* reporting his having boarded on the 11th of June last, off the River Congo, the barque "*Clarissa*" under American colours, on suspicion of her being engaged in the Slave Trade.

I am, &c.
(Signed) RUSSELL.

No. 353.

Earl Russell to Mr. Stuart.

Sir,

Foreign Office, October 17, 1862.

WITH reference to my despatch of the 11th instant, relative to the boarding of the barque "*Clarissa*," under American colours, by a boat from Her Majesty's ship "*Arrogant*," I now transmit to you a copy of a letter from the Commander of Her Majesty's ship "*Torch*,"† reporting his having detained that vessel in the River Congo on the 24th of July last, and that she has been since condemned by the Vice-Admiralty Court at Sierra Leone on the ground of her being engaged in the Slave Trade, and not entitled to the protection of the American flag or that of any other State or nation.

I have to desire that you will inform Mr. Seward of the capture and condemnation of the "*Clarissa*."

I am, &c.
(Signed) RUSSELL.

No. 354.

Mr. Stuart to Earl Russell.—(Received October 23.)

My Lord,

Washington, October 9, 1862.

I THIS morning verbally informed Mr. Seward that it is the intention of Her Majesty's Government, as stated in your Lordship's despatch of the 20th instant, to establish an effective system of cruising off the Cuban Coast for the suppression of the Slave Trade, and that the Commanders of Her Majesty's ships would be instructed to cooperate with the Commanders of the United States' and Spanish vessels of war which may be employed off that coast on similar service.

Mr. Seward appeared pleased to hear that such was the intention of Her Majesty's Government, and gave me to understand that although no United States' cruisers had been specially appointed for the same service, those of them which are stationed in the neighbourhood of Cuba for other purposes have likewise been instructed to be on the watch for ships engaged in the Slave Trade.

I have, &c.
(Signed) W. STUART.

No. 355.

Mr. Stuart to Earl Russell.—(Received October 23.)

(Extract.)

Washington, October 9, 1862.

I HAVE not yet received an answer to the note which I addressed to Mr. Seward on the 13th ultimo, in conformity with the directions contained in your Lordship's despatch of the 30th of August last, relative to the instructions which it is intended to furnish to the Commanders of Her Majesty's cruisers who may be employed in carrying out the provisions of the Treaty recently concluded between Great Britain and the United States for the suppression of the African Slave Trade.

* Class A, No. 114.

† Ibid., No. 116.

When I first reminded Mr. Seward that Her Majesty's Government were anxious to receive his answer with as little delay as possible, he informed me that he was waiting for the decision of the Navy Department, to whom my note had been referred.

He, however, authorized me to tell your Lordship, that although the United States' Government could not, under present circumstances, detach a squadron to the coast of Africa for the suppression of the Slave Trade, it was their desire that the operations of Her Majesty's cruisers under the Treaty should not on that account be delayed, and he did not appear to entertain any objections to the instructions proposed by Her Majesty's Government. It was less necessary, he observed, that United States' cruisers should be furnished with similar instructions or commissions, as their Commanders are now empowered to search all vessels in the exercise of their belligerent rights.

I believe that Her Majesty's Government may safely act upon the assurance given to me by Mr. Seward that Her Majesty's cruisers may exercise their right of search under the Treaty without further delay. But his official note to that effect will probably reach me in a day or two, as it was stated to be detained merely on account of a slight alteration being required in it.

A copy of my note to Mr. Seward is herewith inclosed.

Inclosure in No. 355.

Mr. Stuart to Mr. Seward.

Sir,

Washington, September 13, 1862.

I HAVE been instructed by Earl Russell to communicate to you the accompanying copy of this instruction, which it is intended to furnish to the Commanders of Her Majesty's cruisers who may be employed in carrying out the provisions of the Treaty recently concluded between Her Majesty's Government and the Government of the United States for the suppression of the African Slave Trade.

I have the honour likewise to inclose lists of the several ships employed on the African, North American, and West Indian stations, whose Commanders will be authorized to act under the Treaty, stating also the names of the Commanders and the force of each vessel, and I am to request that you will furnish me with a similar list of United States' cruisers.

I am at the same time desired to inform you that Her Majesty's Government have already Mixed Commission Courts established at Sierra Leone and the Cape of Good Hope; and that by the first mail from England in the present month the officers in those Courts were to be authorized and instructed to adjudicate in the cases of any vessels that may be brought before them under the provisions of the Treaty.

As regards the Court to be established at New York, Mr. Archibald, Her Majesty's Consul in that city, is to be appointed to the office of Her Majesty's Judge, and Mr. Ryder, now Her Majesty's Arbitrator in the Mixed Commission Court at the Havana, is to be appointed in the same capacity at New York.

In making known these appointments to the United States' Government, I am to state to you that Her Majesty's Government are only now waiting the appointment of officers on the part of the American Government to the Courts to be established at the Cape of Good Hope and Sierra Leone, in order to issue the necessary instructions to Her Majesty's cruisers to carry out the stipulations of the Treaty between the two countries.

An officer, in whose discretion and judgment Her Majesty's Government have every confidence, was to be appointed in a few days after the date of Lord Russell's despatch to me (which was of the 30th ultimo), to the command of Her Majesty's naval forces on the West Coast of Africa, and it is expected that that officer will take his departure from England towards the end of this month.

As it is considered important that he should take out with him the instructions for the squadron to act under the Treaty, I am further instructed to ask you whether there will be any objections on the part of the United States' Government to the necessary instructions being sent out by him, or whether they would wish that the operations of the squadron should be delayed until they are assured of the arrival at their post of the officers appointed on the part of the United States' Government to the Mixed Commission Courts on the African coast.

I shall accordingly feel obliged to you if you will make me acquainted with the decision of the United States' Government on this matter with as little delay as possible.

I have, &c.

(Signed) W. STUART.

No. 356.

Earl Russell to Lord Lyons.

My Lord,

Foreign Office, November 7, 1862.

I TRANSMIT to your Lordship herewith an extract of a letter from Rear-Admiral Sir Baldwin Walker, Bart., the Commander-in-chief of Her Majesty's naval forces on the Cape of Good and African Stations,* pointing out that vessels under American colours are in the habit of shipping slaves from the west coast of the Island of Madagascar beyond the limits laid down by the Treaty of the 7th of April last, within which British cruisers are empowered to detain United States' vessels engaged in the Slave Trade.

As the object which the two Governments had in view in concluding the Treaty above referred to would to a certain extent be frustrated if American vessels were permitted to ship slaves with impunity from the coasts of the Island of Madagascar, I have to desire that you will bring this matter to the notice of the United States' Government, and you will ask Mr. Seward whether the Cabinet of Washington would consent to conclude a Convention extending the mutual right of search and detention to within a certain distance of the coast of Madagascar.

I am, &c.

(Signed)

RUSSELL.

No. 357.

Mr. Stuart to Earl Russell.—(Received November 13.)

My Lord,

Washington, October 30, 1862.

I HAVE the honour to inclose herewith a copy of a note which I addressed to Mr. Seward on the 28th instant, communicating to him the substance of your Lordship's despatches of the respective dates of the 6th and 11th instant, relative to the boarding by Her Majesty's ship "Arrogant" of the two American barques "Seamew" and "Clarissa" near the Congo River, as well as a copy of the answer which I have received from Mr. Seward, stating that the information contained in my note is satisfactory.

I have, &c.

(Signed)

W. STUART.

Inclosure 1 in No. 357.

Mr. Stuart to Mr. Seward.

Sir,

Washington, October 28, 1862.

IT will perhaps interest you to be informed that Commodore Edmonstone, of Her Majesty's ship "Arrogant," employed in the suppression of the Slave Trade on the West Coast of Africa, has reported to the Lords Commissioners of the Admiralty that he boarded two vessels on the 11th of July last, which both turned out to be American.

One of them, which was observed off Mangué Grande, the great shipping-place a little to the south of the Congo, proved to be the barque "Seamew," of Salem, a legal trader ninety-eight days out, and consigned to a Mr. Cunningham, merchant at St. Paul de Loanda. The other, boarded while off the River Congo, was the "Clarissa." She had no register, but produced a certificate signed by the United States' Consul at Cadiz, to the effect that her register having been lost on the passage between New York and that port, he had given the certificate to enable her to claim the protection of the American flag. She was consequently permitted to proceed on her voyage, and was again seen ten days later in the Congo. The Commodore had ordered Her Majesty's cruisers to watch for her, feeling convinced that she was not a legal trader, and that she intended to ship a cargo of slaves as soon as a favourable opportunity offered.

The masters do not appear, in the case either of the "Seamew" or the "Clarissa," to have made any complaint, nor to have required any notation to be made in their logs.

I have, &c.

(Signed)

W. STUART.

Inclosure 2 in No. 357.

Mr. Seward to Mr. Stuart.

Sir,

Department of State, Washington, October 29, 1862.

I HAVE the honour to acknowledge the receipt of your note of yesterday, and to state that the information therein contained touching Commodore Edmonstone's boarding on the 11th of July last of two American vessels,—the "Seamew" and the "*Clarissa*,"—the one a little to the south of the Congo, and the other while off that river, is satisfactory.

I have, &c.

(Signed) WILLIAM H. SEWARD

No. 358.

Earl Russell to Lord Lyons.

My Lord,

Foreign Office, November 24, 1862.

I TRANSMIT to your Lordship herewith a copy of a despatch from Her Majesty's Judge in the Mixed Commission Courts at Sierra Leone, reporting his having himself taken before the Chief Justice of that Colony, and afterwards administered to Mr. Registrar Smith, the oaths prescribed by Article 1 of Annex B to the Treaty concluded at Washington, on the 7th of April last, between Great Britain and the United States, for the suppression of the African Slave Trade.

I have to instruct your Lordship to communicate the above information to the United States' Government.

I am, &c.

(Signed) RUSSELL.

No. 359.

Lord Lyons to Earl Russell.—(Received November 28.)

My Lord,

Washington, November 14, 1862.

I HAVE the honour to inclose herewith to your Lordship a copy of a note which Mr. Stuart addressed to Mr. Seward, in compliance with the instructions contained in your Lordship's despatch of the 17th ultimo, respecting the detention of the barque "*Clarissa*," on suspicion of her being engaged in the Slave Trade on the West Coast of Africa, and her condemnation by the Vice-Admiralty Court at Sierra Leone. I inclose also an acknowledgment of the receipt of Mr. Stuart's note which has been received from Mr. Seward.

I have, &c.

(Signed) LYONS.

Inclosure 1 in No. 359.

Mr. Stuart to Mr. Seward.

Sir,

Washington, November 6, 1862.

REFERRING to the note which I had the honour to address to you on the 28th ultimo, and in which I acquainted you with the boarding of the barque "*Clarissa*," sailing under American colours, by a boat from Her Majesty's ship "*Arrogant*," I have now been instructed to inform you that a letter, under date of the 20th of August last, has been received from the Commander of Her Majesty's ship "*Torch*," reporting his having detained the "*Clarissa*" in the River Congo on the 24th of July, and that she has been since condemned by the Vice-Admiralty Court at Sierra Leone, on the ground of her being engaged in the Slave Trade, and not entitled to the protection of the American flag, or that of any other State or nation.

I have, &c.

(Signed) W. STUART.

Inclosure 2 in No. 359.

Mr. Seward to Mr. Stuart

Sir,

Department of State, Washington, November 11, 1862.

I HAVE the honour to acknowledge the receipt of your note of the 6th instant, relative to the capture and subsequent condemnation by the Vice-Admiralty Court at Sierra Leone of the barque "*Clarissa*," on the ground of her being engaged in the Slave Trade.

I have, &c.

(Signed)

WILLIAM H. SEWARD.

No. 360.

Earl Russell to Lord Lyons.

My Lord,

Foreign Office, December 6, 1862.

I TRANSMIT to you herewith, for your Lordship's information, and for communication to the United States' Government, a copy of a letter from Commander Symons, of Her Majesty's ship "*Lee*,"* reporting his having boarded on the 27th of August last, off Great Popoe, the American barque "*Elizabeth*" on suspicion of her being engaged in the Slave Trade.

I am, &c.

(Signed)

RUSSELL.

No. 361.

Lord Lyons to Earl Russell.—(Received December 9.)

My Lord,

Washington, November 24, 1862.

I HAVE the honour to inclose a copy of a note by which Mr. Seward has communicated to me information given by the United States' Consul at Trinidad de Cuba, concerning the landing of kidnapped Africans in the neighbourhood of that place.

I send to-day to Vice-Admiral Sir Alexander Milne a copy of Mr. Seward's note.

I have, &c.

(Signed)

LYONS.

Inclosure 1 in No. 361.

Mr. Seward to Lord Lyons.

My Lord,

Department of State, Washington, November 22, 1862.

I HAVE the honour to inform you that Mr. William H. Russell, the Consul of the United States at Trinidad de Cuba, under date of the 15th ultimo, advises this Department that he has reliable information that a large cargo of kidnapped Africans has been recently landed in that vicinity, and that others are shortly expected; but that the character of the coast is such, dotted all along with cays or small islets, they can land them and hurry them off into the interior without his having the slightest knowledge of the fact until the deed is done.

This information has also been communicated to the Secretary of the Navy.

I have, &c.

(Signed)

WILLIAM H. SEWARD.

Inclosure 2 in No. 361.

Lord Lyons to Mr. Seward.

Sir,

Washington, November 24, 1862.

I BEG you to accept my thanks for the information you have been so kind as to convey to me by your note of the day before yesterday's date with regard to the landing of kidnapped Africans in the neighbourhood of Trinidad de Cuba.

I have lost no time in communicating this information to Her Majesty's Government, and to the Commander-in-chief of Her Majesty's naval forces on the North American and West Indian Stations.

I have, &c.
(Signed) LYONS.

No. 362.

Earl Russell to Lord Lyons.

My Lord,

Foreign Office, December 13, 1862.

WITH reference to your Lordship's despatch of the 24th ultimo, I have to acquaint you that I approve of your having communicated to the Commander-in-chief of Her Majesty's naval forces on the North American and West Indian Stations the information furnished to you by Mr. Seward regarding the landing of slaves in the vicinity of Trinidad de Cuba.

Her Majesty's Government have received similar information from the Acting British Consul-General in Cuba; and as Mr. Crawford's reports relate, no doubt, to the same transaction as that referred to by the United States' Agent in Cuba, I inclose them for your Lordship's information;* by which you will see that the Lieutenant-Governor of Trinidad and the Chief of Police have been summarily dismissed by the Captain-General of Cuba for conniving at the landing of the slaves in question.

I am, &c.
(Signed) RUSSELL.

No. 363.

Lord Lyons to Earl Russell.—(Received December 17.)

My Lord,

Washington, December 2, 1862.

IN obedience to the instruction contained in your Lordship's despatch of the 7th ultimo, I yesterday asked Mr. Seward whether the Cabinet of Washington would consent to conclude a Convention extending to within a certain distance of the coast of Madagascar the mutual right of search and detention established by the Treaty of the 7th of April last.

Mr. Seward said that he could not give me an official answer without taking the orders of the President; but that he himself was of opinion that there would not be any difficulty in making the proposed extension.

Mr. Seward added that it would be important that the Convention for the purpose should be signed as soon as possible, in order that it might be submitted without delay to the Senate for ratification. The present session, he observed, would end on the 4th March next, and the press of business towards the close would be so great that the Senate might not have time to act upon a Convention which was not sent in early.

It would, probably, expedite matters if your Lordship should send me, in answer to this despatch, a draft in regular form of such a Convention as Her Majesty's Government would wish to conclude. I could, of course, sign under my general full powers.

I have, &c.
(Signed) LYONS.

No. 364.

Lord Lyons to Earl Russell.—(Received December 17.)

My Lord,

Washington, December 2, 1862.

WHEN speaking to Mr. Seward yesterday on the subject of extending the provisions of the Treaty of the 7th of April last to the neighbourhood of Madagascar, I took an opportunity of asking him whether he thought there would be any objection to extending them at the same time to Puerto Rico. I said that I had no instructions to ask him this question, and that I did not know whether Her Majesty's Government desired or would agree to such an extension. Mr. Seward had, I observed, no doubt seen that Lord Brougham had, in the House of Lords, while expressing warmly the satisfaction which he

derived from the Treaty in general, criticized it on the ground of its not having been made applicable to Puerto Rico. This had induced me to mention the subject privately to Mr. Seward, in order to save time, if it should turn out that both Governments desired now^e to include that island.

Mr. Seward said that, speaking privately between ourselves, he would tell me that he believed that this Government would be quite willing to extend the Treaty to Puerto Rico.

I shall, of course, say no more to him on the subject without instructions from your Lordship.

It may, perhaps, be worth while to consider whether or no it would be advisable to extend the Treaty to San Domingo also.

As I have stated in my immediately preceding despatch of this date, the shortness of the present session of the Senate renders it important that any Articles which it is desired to insert in^a a Convention should be put into form as soon as possible.

I have, &c.
(Signed) LYONS.

No. 365.

Lord Lyons to Earl Russell.—(Received December 26.)

My Lord,

Washington, December 12, 1862.

WITH reference to my despatches of the 2nd instant, I have the honour to report to your Lordship that Mr. Seward informed me yesterday that he was authorized to express to me officially the consent of the President to the proposal to conclude a Convention extending to within a certain distance of Madagascar the mutual right of search and detention established by the Treaty of the 7th of April last.

I have, &c.
(Signed) LYONS.

UNITED STATES. (*Consular*)—*Boston*.

No. 366.

Consul Lousada to Earl Russell.—(*Received July 8.*)

My Lord,

Boston, June 24, 1862.

I HAVE the honour to inclose, in duplicate, a Memorandum of the circumstances attending the case of Appleton Oaksmith, of New Bedford, Massachusetts, who has been found guilty of fitting out the "*Margaret Scott*," ostensibly as a whaler, but in reality for a slaving expedition.

The vigilance of the United States' Government's legal officers will have the best effect for furtherance of the repression of this horrible Traffic.

I have, &c.
(Signed) FRANCIS LOUSADA.

Inclosure in No. 366.

Newspaper Extract.

UNITED STATES. (*Consular*)—*New York.*

No. 367.

Consul Archibald to Earl Russell.—(*Received March 12.*)

(Extract.)

New York, February 24, 1862.

I HAVE the honour to report to your Lordship that the execution of the sentence of death on Captain Nathaniel Gordon, of the slaver "*Erie*," took place on Friday last the 21st instant. The most strenuous efforts on the part of his friends, aided doubtless by the pecuniary influence of the slave-trading interest in this city, were made with a view to set aside the conviction, and, failing success, by resort to every available legal proceeding, to obtain a commutation of the sentence of death. A petition, said to have been signed by 25,000 inhabitants of New York, was, for this purpose, presented to the President, who, however, remained inflexible. A general impression prevailed to the last moment that the sentence would not be carried into effect, so little was the public sentiment in harmony with this exceptional enforcement of a law which, not very long since, was regarded to be so sanguinary as to induce a former prosecuting officer to abstain from pressing prosecutions for its violation.

This execution of this unhappy man at last took place under the most shocking circumstances, the prisoner having attempted to commit suicide by the taking of poison, and, from the effects of stimulants to prevent the action of poison, being all but unconscious of what was taking place. Revolting, however, as are all these sickening incidents of the death-scene, for which the miserable victim was himself responsible, there is no question that whatever good effect the conviction may have, would have been very greatly lessened, had the prisoner been allowed to die by his own act.

No. 368.

Consul Archibald to Earl Russell.—(*Received November 17.*)

(Extract.)

New York, October 31, 1862.

I HAVE the honour to report to your Lordship the conviction, after a patient and impartial trial in the United States' Circuit Court, of Albert Horn, of the crime of fitting-out and despatching from this port, for the purpose of slave-trading, the steam-ship "*City of New York*."

The punishment for the offence is penal servitude for not exceeding five years, and a fine of not less than 1,000 dollars nor more than 3,000 dollars.

The conviction of this notorious offender, and the no less important conviction which will be thereby impressed upon the minds of all similar offenders, that juries can now be relied on to pronounce a verdict of guilty in cases in which the evidence will sustain such verdicts, will have a wholesome influence in suppressing, or, at least, in greatly diminishing the enterprise in the equipment of slave-trading expeditions, for which New York has so long been pre-eminent.

I beg leave at the same time to report that Captain Booth, of the well-known slave-trading brig "*Buckeye*," was yesterday brought to trial for the offence of receiving negroes on board and transporting them to Cuba, but owing to disappearance of a material witness he was acquitted.

No. 369.

Consul Archibald to Earl Russell.—(Received December 1.)

(Extract.)

New York, November 17, 1862.

I HAVE the honour to report to your Lordship that the motion for a new trial in the case of Albert Horn was refused, and that he has, consequently, been sentenced to imprisonment for the term of five years.

The vigour which has characterized the proceedings of the Federal officers at this port during the last twelve months in discovering and bringing to trial parties suspected of having been engaged in slave-trading has been productive of very beneficial results. According to the best information which I have been able to obtain, no slave-trading expedition from New York has been undertaken for many months past. It would be perilous to attempt such an adventure in the face of the recent convictions, the vigilance of the police, and the change in the public sentiment in reference to the execution of the laws for the suppression of slave-trading.

Information lately communicated to me, although somewhat vague, leads me to suspect that attempts will be made to fit out slave-trading vessels from Liverpool. It is by no means improbable that, acting on the supposition that vigilance would hardly be directed towards the detection of a proceeding so little likely to be suspected in such a place as Liverpool, adventurers may yet be bold enough to organize expeditions from that port. Cadiz, Barcelona, and Marseilles will henceforth be more resorted to than heretofore by intending slave-traders.
